Transportation's Top Stories

Air Transport Updates

CANADA

Unlocking the Americas: Air Canada and Abra Group Sign Memorandum to Expand Travel and Connectivity between Canada, Latin America and Beyond

Air Canada and Abra Group on June 7, 2026 announced they have signed a Memorandum of Understanding to develop a broad, long-term strategic partnership. The agreement between Canada's largest airline and the Latin American air transport company, whose carriers include the Avianca and GOL brands, would enable the partners to expand their global reach, providing customers and shippers greater connectivity across North, Central and South America and beyond. Any final agreement is subject to final documentation and regulatory approval. "Air Canada and Abra Group are building the foundations for an enhanced partnership that will further unlock the Americas. With Latin America acting as a fast-growing and strategic component of Air Canada's global presence, our customers to and from the region have long benefited from existing codeshare partnerships with Abra Group. Building from a highly complementary presence across the Americas, this Memorandum of Understanding between our world-class airlines creates a pathway to further bolster our partnership, improve the customer experience, and enhance global connectivity. We look forward to working alongside Abra Group to deliver meaningful value to our customers and partners," said Mark Galardo, Executive Vice President and Chief Commercial Officer, and President of Cargo at Air Canada.

Unlocking the Americas: Air Canada and Abra Group Sign Memorandum to Expand Travel and Connectivity between Canada, Latin America and Beyond, June 7, 2026, www.aircanada.ca

The Government of Canada launches public consultations on the future of Billy Bishop Toronto City Airport

Source: Images

On June 8, 2026, the Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons, announced that the Government of Canada will initiate a public consultation process on the future of Billy Bishop Toronto City Airport. As part of this engagement, Transport Canada is committed to working with provincial and municipal governments, Indigenous Peoples, NAV Canada, and the Toronto Port Authority. The feedback received will be critical to informing future plans and supporting safe, efficient and sustainable airport operations for the benefit of all community members. The public consultations will run from June 8, 2026 to July 24, 2026. This is an open consultation process, with no decisions made at this stage. This consultation process will ensure that Toronto residents, other Canadians, Indigenous Peoples and stakeholders are heard. Important issues have been raised including transportation, economics, environmental considerations, noise, housing, and quality of life in surrounding communities. The feedback received through this process will play an important role in informing the Government of Canada's decision-making on the way forward.

The Government of Canada launches public consultations on the future of Billy Bishop Toronto City Airport, June 8, 2026, www.tc.gc.ca

Air Canada Comments on Monetary Penalty Imposed on Former Pilot for Incorrect Licence

Air Canada on June 8, 2026 issued the following comment on a monetary penalty Transport Canada has imposed on a former Air Canada pilot related to his type of certification. Safety was not compromised by this incident because all pilots at Air Canada undergo mandatory recurrent training every six months to validate their flying competency, including a flight check with a certified Transport Canada check-pilot every 12 months. However, appropriate licencing is an essential layer of the airline industry's multi-layered approach to safety, so Air Canada takes this matter with utmost seriousness. It has undertaken an audit of its pilot group and found no other instances of non-compliance. Also, pilot licences are cross-checked by a certified check pilot twice a year as part of the recurrent checks and training, and Air Canada has reinforced its administrative practices when physically verifying licences. This includes verifying the original documents issued by Transport Canada. Throughout his employment with Air Canada, the individual in question was a fully trained pilot who held a valid Commercial Pilot Licence, and he successfully met or exceeded the required recurrent training, demonstrating a high level of competency to safely operate large aircraft. However, although both captains and first officers are trained to operate aircraft, regulations require that captains of large aircraft operated by airlines in Canada hold an airline transport pilot licence (ATPL), obtained by passing a series of written exams. This individual, who had been promoted to captain, lacked the mandatory ATPL for the position. Immediately upon Air Canada's discovery of this, the individual was removed from active duty, and the company voluntarily reported the matter to Transport Canada. The former pilot is no longer employed by Air Canada.
Air Canada Comments on Monetary Penalty Imposed on Former Pilot for Incorrect Licence, June 8, 2026, www.aircanada.ca

WestJet and Icelandair deepen partnership with reciprocal codeshare agreement

Source: AJOT

WestJet and Icelandair signed a reciprocal codeshare agreement at the 2026 IATA AGM, offering guests in Iceland and on both sides of the Atlantic enhanced access to a broader network of destinations with the ease of a single booking and ticket, as well as through checked baggage. Pending regulatory approval, WestJet guests will be able to seamlessly access more than 10 destinations across Europe via a convenient connection at Keflavík International Airport (KEF)."Strengthening our longstanding partnership with Icelandair marks an important step in expanding choice and connectivity to Canadians. By leveraging Icelandair's extensive network through Reykjavik, we're opening more seamless access to Europe while deepening a partnership that delivers greater value and convenience for travellers," said John Weatherill, WestJet Executive Vice-President and Chief Commercial Officer. "We are proud to establish deeper ties with Icelandair and look forward to connecting our complementary networks in a convenient way for our shared guests." Bogi Nils Bogason, Icelandair President and CEO said, "We are pleased to develop our partnership with WestJet as our first Canadian codeshare partner airline to further expand our global network and offer our customers even greater choice and connectivity. This collaboration simplifies travel between Canada, Iceland and mainland Europe, and enables more seamless journeys across our combined networks."
WestJet and Icelandair deepen partnership with reciprocal codeshare agreement, June 8, 2026, www.ajot.com

Air Canada’s Glowing Hearted Era Begins as First Airbus A321XLR Commercial Flight Takes Off

Source: Air Canada

Air Canada on June 9, 2026 marked the entry into scheduled service of its first Airbus A321XLR. The 182 passengers onboard AC413 from Montréal to Toronto experienced the start of a whole new chapter in how - and where - Air Canada customers can fly. “Air Canada is building one of the most capable fleets in the industry. The entry into service of the first Airbus A321XLR marks a transformative moment for Air Canada and the beginning of an exciting new era for our customers, industry partners, and colleagues,” said Mark Galardo, Executive Vice President and Chief Commercial Officer, and President of Cargo at Air Canada. “Today, we celebrate an aircraft that will unlock new destinations, improve service on existing markets, and enhance the onboard experience. For our premium customers, the A321XLR will offer the only lie-flat seats on a single-aisle aircraft for a Canadian carrier as it crosses the Atlantic and connects destinations across North America.”
Air Canada’s Glowing Hearted Era Begins as First Airbus A321XLR Commercial Flight Takes Off, June 9, 2026, www.aircanada.ca

NACC and Canadian Airports Council Call for Strategic Investment and Regulatory Reform in 2026 Pre-Budget Submission

The National Airlines Council of Canada (NACC) and the Canadian Airports Council (CAC) have submitted a joint pre-budget submission to the House of Commons Standing Committee on Finance, outlining five critical recommendations to enhance the productivity, efficiency, and global competitiveness of Canada’s aviation sector. As Canada works toward its trade diversification goal of unlocking $300 billion in new opportunities, the aviation ecosystem serves as a primary engine for growth. Air travel is expected to facilitate 10% of this export goal through increased tourism, while air cargo—50% of which is carried in the cargo hold of passenger aircraft—remains vital for shipping high-value and perishable goods. “Now is the time to put in place policies that will enable Canada’s aviation system to become more competitive, productive, and affordable,” the submission states, noting that aviation is an essential enabler of a globally connected Canadian economy. To achieve this vision, NACC and CAC are calling on the federal government to: 1. Accelerate the Red Tape Reduction Review; 2. Prioritize Traveller Modernization; 3. Support the “Missing Middle” of Airport Infrastructure; 4. Reform the Federal Airport Rent Formula; and 5. Enhance Regional and Global Connectivity:
NACC and Canadian Airports Council Call for Strategic Investment and Regulatory Reform in 2026 Pre-Budget Submission, June 8, 2026, www.cacairports.ca

Air Transat reports operating loss in 'disappointing' Q2 amid fuel crisis

Source: Financial Post

Transat also reported a net loss of $79.0 million or $1.94 per share in the 2026 second quarter, versus a net loss of $22.9 million or $0.58 per share last year. The airline warned in mid-May 2026 that the surge in jet fuel prices would be reflected in its fiscal Q2 results. For the quarter ended April 30, 2026, revenues reached $1,027.6 million, down 0.3% from $1,031.1 million in the corresponding period last year. The decrease in revenues was attributable to the suspension of flights to Cuba, resulting in a revenue shortfall of $81.0 million compared with 2025, as well as to the financial compensation from the original equipment manufacturer of GTF[2] engines of $5.2 million, which was down $14.7 million from the second quarter of 2025. The decrease in revenues was partially offset by a 3.9% increase in traffic, expressed in revenue-passenger-miles. For the quarter, across the entire network, the capacity increased by 4.8%, compared with 2025, while the capacity for sun routes, the main program during this period, increased by 1.7%. Airline unit revenues (yield) decreased by 0.7%. Persistent issues with Pratt & Whitney's GTF[2] engines continued to result in less

effective revenue management, alongside inefficiencies caused by having to unexpectedly redeploy part of the capacity after suspending flights to Cuba in peak season, owing to fuel supply issues at destination airports.
Air Transat reports operating loss in 'disappointing' Q2 amid fuel crisis, June 11, 2026, www.financialpost.ca; and Transat A.T. Inc. Reports Results for the Second Quarter of Fiscal 2026, June 11, 2026, www.transatmediacom.com

US/WORLD

U.S. Airlines' April 2026 Aviation Fuel Cost up 26.2%, Consumption down 2.6%, and Fuel Cost per Gallon up 29.6% from March 2026

The Department of Transportation's Bureau of Transportation Statistics (BTS) on June 5, 2026 released U.S. airlines' April 2026 fuel cost and consumption numbers indicating total fuel expenditure ($6.47B) of U.S. scheduled service airlines was up 26.2% from March 2026 ($5.12B) and up 78.0% from April 2025 ($3.63B). The airlines used 1.573 billion gallons of fuel, 2.6% less fuel than in March 2026 (1.615 billion gallons) and 0.2% less fuel than April 2025 (1.575 billion gallons). The cost per gallon of fuel in April 2026 ($4.11) was up 94 cents (29.6%) from March 2026 ($3.17) and up 181 cents (78.2%) from April 2025 ($2.31).
U.S. Airlines' April 2026 Aviation Fuel Cost up 26.2%, Consumption down 2.6%, and Fuel Cost per Gallon up 29.6% from March 2026, June 5, 2026, www.bts.gov

Middle East Disruptions and High Fuel Prices Halve Airline Industry Profitability

Source: IATA

The International Air Transport Association (IATA) released its latest financial outlook for the global airline industry showing a halving of profitability as a result of war-related Middle East disruptions and high fuel prices. The regional landscape, however, is highly differentiated. At the geographic center of the Middle East war, airlines in the Middle East are expected to collectively fall into the red with weak demand and operational disruptions. All other regions are expected to deliver profits, but at reduced levels from previous projections.
Middle East Disruptions and High Fuel Prices Halve Airline Industry Profitability, June 7, 2026, www.iata.org

Brazil's Opportunity to Be a SAF Powerhouse

Source: IATA

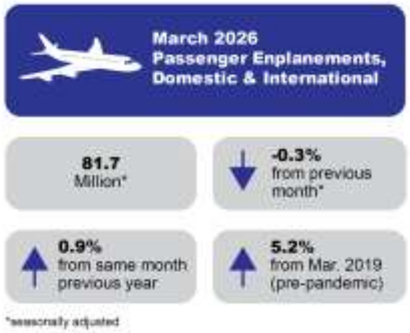
The International Air Transport Association (IATA) highlighted Brazil's opportunity to become a SAF powerhouse as its 82nd Annual General Meeting gathered in Rio de Janeiro, Brazil. This would make Brazil a key player in air transport's decarbonization, strengthen energy security, and grow Brazil's economy. Key points to note include: 1. Airlines will need some 500 million tonnes (Mt) of SAF to achieve its net zero CO_2 emissions by 2050 commitment. 2. Brazil has one of the world's largest biomass feedstock potentials, around 180 Mt by 2050, which could generate around 60 Mt of SAF. 3. Looking to 2030, Brazil's sustainably sourced sugar-based ethanol, as well as virgin and waste oils feedstock could reach around 18 Mt, translating into approximately 12 Mt of SAF production potential. That equates to five times the estimated global SAF production in 2026 of 2.4 Mt. 4. Currently, Brazil has around 15 SAF projects underway. If all are completed, it would bring around 2 Mt of SAF online.
Brazil's Opportunity to Be a SAF Powerhouse, June 8, 2026, www.iata.org

Walsh holds nothing back in parting speech at IATA AGM

Source: AJOT

Willie Walsh, Director General of the International Air Transport Association (IATA), held nothing back in his parting speech at the airline association's AGM in Rio de Janeiro last weekend, lambasting aerospace manufacturers and engine makers, legislators, notably the European Union (EU), and airports, who he believes to be partly responsible for the current woes facing the sector. His comments are not only relevant to airlines' passenger services but also to cargo as more than 50% of traffic volumes are carried in the bellyholds of pax aircraft. He drew attention to five areas: 1. 'Skyrocketing' Jet Fuel, 'Profitability Halved'; 2. Supply Chain Issues; 3. Infrastructure and ATM; 4. Airports: Mixed Picture; and 5. 'Where's the Actual SAF?' Further details can be found in the article.
Walsh holds nothing back in parting speech at IATA AGM, June 9, *www.ajot.com*

March 2026 U.S. Airline Traffic Data Up 0.9% from the Same Month Last Year



Source: BTS

U.S. airlines carried 84.4 million systemwide (domestic and international) scheduled service passengers in March 2026, according to the Bureau of Transportation Statistics (BTS). When adjusted for seasonality, March enplanements are down 0.3% from February 2026 and down 1.9% from the all-time high reached in June 2024. BTS reported 73.1 million domestic passengers and 11.3 million international passengers on U.S. airlines flights in March 2026, 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.
March 2026 U.S. Airline Traffic Data Up 0.9% from the Same Month Last Year, June 11, 2026, *www.bts.gov*

CANADA

CN to Support BHP's Jansen Potash Mine with Rail Service Connecting Saskatchewan Production to Global Markets

CN has entered into a transportation agreement with BHP to support the movement of potash from the Jansen Potash Mine in Saskatchewan to export terminals on Canada's West Coast, helping connect one of the world's largest new potash developments to global markets. The agreement leverages CN's nearly 20,000-mile rail network to connect Saskatchewan potash to major export gateways through Westshore Terminals in Vancouver and beyond. The arrangement supports the initial production phase of the Jansen project and reinforces CN's role in enabling efficient supply chains and connecting Canadian resource producers to international markets through its extensive North American network.
CN to Support BHP's Jansen Potash Mine with Rail Service Connecting Saskatchewan Production to Global Markets, June 5, 2026, www.cn.ca

Citizen groups, farmers and MPs to protest Alto high-speed rail project on Parliament Hill

Source: National Post

Conservative and Bloc Québécois MPs will be alongside agricultural producers and citizen groups from Quebec and Ontario to oppose Alto's high-speed rail project. The demonstration is expected to rally hundreds of people on Parliament Hill around noon. A press release from l'Union des producteurs agricoles, a trade union representing agricultural workers in Quebec, said the protest aims to raise awareness about the many impacts the project would have on local communities, including forced expropriations. Concerns are particularly strong around Mirabel, north of Montreal, which saw thousands of citizens forced to relocate decades ago for an airport terminal that never really took off.
Citizen groups, farmers and MPs to protest Alto high-speed rail project on Parliament Hill, June 10, 2026, www.nationalpost.ca

Senate report urges action to prevent supply chain disruptions from rail, port strikes

Source: Trucknews

Canada’s supply chain faces continued disruption unless Ottawa takes steps to reduce work stoppages in federally regulated rail and marine sectors, according to a new Senate report. The Senate Committee on Transport and Communications is urging the federal government to create measures aimed at preventing strikes and lockouts from paralyzing freight movement, warning that supply chain disruptions in rail and ports create ripple effects across trucking, manufacturing, retail and export sectors. The report, *Keep Canada Moving: Labour, Management and Supply Chain in the Rail and Maritime Sectors*, examines labor disruptions that have affected Canada’s federally regulated rail and marine sectors in recent years and raises concerns about future disputes, with several collective agreements set to expire in 2026. “Any labor disruption in Canada’s rail and maritime sectors has a significant impact on the national economy,” the committee said in the report. For trucking companies, interruptions in rail and port operations can mean freight bottlenecks, delivery delays and cargo backlogs that reverberate across the supply chain. Witnesses told the committee that Canada’s freight network is multimodal, meaning disruptions in one transportation mode quickly affect others. “When one part of the chain is shut down, it can have a domino effect on the others,” the committee said. The report comes as Canada seeks to increase overseas exports and diversify trading partners, goals the committee said require a more stable freight transportation system and stronger confidence in Canada’s reliability as a trading nation.
Senate report urges action to prevent supply chain disruptions from rail, port strikes, June 11, 2026, *www.trucknews.com*

US/WORLD

House endorses 25-year old rules for rail merger review

A coalition opposing the Union Pacific-Southern Pacific merger got a boost from a powerful House committee that called for a review of the deal that would create the first all-freight transcontinental railroad. The Surface Transportation Board was urged to conduct a rigorous review of the merger in language added to the fiscal 2027 Transportation, Housing and Urban Development (THUD) Appropriations bill. The inclusion by the bipartisan House Appropriations Committee came in markup June 2, 2026. “This report language sends another clear signal from members of Congress that the proposed UP-NS merger must be subject to the highest level of regulatory scrutiny in order to protect against anti-competitive harms, ensure rail shippers have new and enhanced rail-to-rail competitive options should the transaction move forward, and evaluate whether further concentration in the rail industry is necessary and in the public interest,” said the Stop the Rail Merger Coalition. “We applaud continued Congressional oversight of this proposed merger, because the U.S. economy cannot afford a costly deal that drives up prices for rail shippers and consumers, weakens the workforce, and destabilizes the nation’s supply chain.”
House endorses 25-year old rules for rail merger review, June 5, 2026, *www.freightwaves.com*

HISTORIC AGAIN: President Trump’s Transportation Secretary Sean P. Duffy, Amtrak, and Penn Transformation Partners (Halmar & Skanska) Unveil Design for Overhaul of New York Penn Station

Source: DOT

U.S. Department of Transportation Secretary Sean P. Duffy, Special Advisor to the Amtrak Board Andy Byford, and Penn Transformation Partners (PTP) on June 8, 2026 unveiled the design renderings for the once-in-a-generation redevelopment of New York Penn Station. PTP – a joint venture led by Halmar and Skanska – will serve as the master developer for the project. The historic redesign will transform the busiest transit hub in the Western Hemisphere from the tracks to the street level, creating a more efficient, cleaner, and functional experience for more than 600,000 daily commuters and millions of visitors. PTP’s vision will make the station safer, more spacious, and better connected, while elevating it into a modern civic landmark. Madison Square Garden will remain in place, and throughout construction, the arena and all railroads will continue to operate. Breaking ground by the end of 2027, the transformation of Penn Station will be 100 percent union-built, creating thousands of jobs and supporting local and regional economic activity. The U.S. Department of Transportation took control of Penn Station’s transformation in April 2025, and Secretary Sean Duffy provided Amtrak with $43 million in federal grant funding to jumpstart an aggressive schedule. In May 2026, Penn Transformation Partners was selected as the master developer, and the Department invested an additional $200 million to support critical design and permitting work.

HISTORIC AGAIN: President Trump's Transportation Secretary Sean P. Duffy, Amtrak, and Penn Transformation Partners (Halmar & Skanska) Unveil Design for Overhaul of New York Penn Station, June 8, 2026, www.dot.gov

UP CEO says no thanks to potential government investment in $85B merger

Union Pacific is not interested in seeing the federal government invest in the railroad as part of the Norfolk Southern merger, UP Chief Executive Jim Vena said. "We're a company that can afford to handle what the price is for this deal," Vena said in an interview with CNBC, "and we do not need anybody's help to do this." President Donald Trump had raised the possibility of the government acquiring a stake in the railroad in a May interview with *Fortune* magazine. The comment came as Trump discussed his view on having the government take equity stakes in companies essential to the nation, and while he mentioned a railroad merger, he did not mention UP or NS by name. Vena did see Trump's apparent interest as a positive.

UP CEO says no thanks to potential government investment in $85B merger, June 9, 2026, www.freightwaves.com

AAR reports rail traffic for the week ending June 06, 2026

The Association of American Railroads (AAR) on June 10, 2026 reported U.S. rail traffic for the week ending June 6, 2026. For this week, total U.S. weekly rail traffic was 521,804 carloads and intermodal units, up 7.8 percent compared with the same week last year. Total carloads for the week ending June 6 were 228,076 carloads, up 1.0 percent compared with the same week in 2025, while U.S. weekly intermodal volume was 293,728 containers and trailers, up 13.6 percent compared to 2025. Six of the 10 carload commodity groups posted an increase compared with the same week in 2025. They included metallic ores and metals, up 1,868 carloads, to 22,295; grain, up 1,847 carloads, to 21,867; and motor vehicles and parts, up 980 carloads, to 16,936. Commodity groups that posted decreases compared with the same week in 2025 included coal, down 2,426 carloads, to 55,727; miscellaneous carloads, down 830 carloads, to 9,173; and chemicals, down 572 carloads, to 32,110. Canadian railroads reported 92,154 carloads for the week, up 3.0 percent, and 72,906 intermodal units, down 3.2 percent compared with the same week in 2025. For the first 22 weeks of 2026, Canadian railroads reported cumulative rail traffic volume of 3,619,022 carloads, containers and trailers, up 0.5 percent.

AAR reports rail traffic for the week ending June 06, 2026, June 10, 2026, www.ajot.com

Shortline Update

Source: Railroad Weekly

New York City was filled with excitement last week. No, not because of the thrilling Knicks championship run in the NBA Finals. What really had Gotham abuzz was a rail conference hosted by Andrew Young, who chairs the Global Rail Group linked to the Chartered Institute of Logistics and Transport (he's also Principal Rail Consultant for Latin Rail Intelligence). The programming was mostly passenger-focused, though one speaker was James Bonner of a freight shortline called the New York, Susquehanna, & Western Railway. It runs between upstate New York and northern New Jersey, interchanging with CSX and Norfolk Southern. Bonner explained how in dense markets like northern New Jersey, "the constraint is at the edge," meaning the first- and last-mile. Such places are subject to physical space limitations, neighborhood regulations, interchange friction, and so on. But shortlines, he said, are often "close enough to the local constraint to solve it."

Auto engineers say it's hard to build a race car that's cheap, fast, and reliable. Usually, they can achieve just two of the three. For Bonner, the analogy for railroads is with people, power, and committed business. It's hard to have all three in adequate supply simultaneously. People take time to train. Locomotives take time to acquire.

Sometimes, you have to invest in people and power long before new business from a project comes online. Indeed, it's vital to "build capacity before the carload arrives." Or put another way, "to prepare the option before the market or project reaches the constraint." Capacity, however, doesn't just mean additional track. It can mean offering a customer more physical space, more time options, more interchange options, etc.

Speaking of new business, the NYSW hopes to benefit from the massive Gateway tunnel project under the Hudson River, one of the country's biggest infrastructure projects. The goal is more capacity for passenger rail, not freight rail. But the construction itself will involve moving huge amounts of stone and other materials. And the NYSW's Bergen yard just happens to be right near one of the construction sites. Bonner is determined to create new capacity to support that. Unlike trucks, moreover, which are subject to overnight curfews, rail service can operate around the clock.
Shortline Update, June 15, 2026, https://railroadweekly.substack.com/

Thank you to Railroad Weekly for highlighting last week's CILT New York Rail Conference and for also sponsoring the event.

CANADA

Aecon Group Inc. says it has signed a collaboration agreement to support infrastructure in northern Manitoba

Source: JOC

Aecon Group Inc. says it has signed a collaboration agreement to support infrastructure in northern Manitoba with Arctic Gateway Group, an Indigenous and community-owned business. The memorandum of understanding says the companies will collaborate on the development of the Port of Churchill and Hudson Bay Railway. The companies say the agreement will leverage Aecon's construction and infrastructure expertise and Arctic Gateway's leadership in Indigenous and economic development in the region. The port and railway are operated by Arctic Gateway Group, which has an ownership group comprising 29 First Nations and 12 remote northern Manitoba communities. The Port of Churchill is the country's only deepwater northern seaport that both has direct access to the Atlantic Ocean and is connected to the continental rail network. In April, Aecon Group Inc. reported a loss attributable to shareholders of $17.9 million during its first quarter, compared with a loss of $37.9 million a year earlier.

Aecon Group Inc. says it has signed a collaboration agreement to support infrastructure in northern Manitoba, June 5, 2026, www.joc.com

US/WORLD

Import cargo volume to see year-over-year gain again in June, then remain below 2025 levels into fall

Import volumes at major U.S. container ports are expected to see a skewed year-over-year bump again this month in anticipation of more tariffs and rising fuel prices but then remain below last year's levels into the fall, according to the *Global Port Tracker* report released on June 8, 2026 by the National Retail Federation and Hackett Associates. "We expect to see a year-over-year increase this month that's partly driven by retailers bringing in merchandise early because of higher costs from tariffs or fuel prices that could come starting in August," NRF Vice President for Supply Chain and Customs Policy Jonathan Gold said. "Nonetheless, the ongoing trend is for lower imports as the conflict in Iran continues to cause higher inflation and economic uncertainty." Hackett Associates Founder Ben Hackett said the year-over-year gain expected in June is partly because of the comparison against import levels that dropped sharply after President Donald Trump announced "Liberation Day" tariffs in April 2025. But higher shipping costs and worries about additional tariffs imposed after those tariffs were ruled illegal by the Supreme Court are also a concern.

Import cargo volume to see year-over-year gain again in June, then remain below 2025 levels into fall, June 8, 2026, www.ajot.com

Markets Expect Oil Shortage if Hormuz Stays Shut, Oversupply Once it Opens

Source: Maritime-Executive

The oil market is telling two distinct stories, and future pricing depends upon which one prevails. In the short run, energy markets are leaning hard on drawdowns, run cuts, refined product inventories and demand destruction in order to keep prices in check. If the situation continues unchanged, falling inventories could drive prices skyward by midsummer. On the other hand, the market faces an oversupply situation as soon as the Strait of Hormuz reopens and a flood of Mideast oil comes back on the market, according to Fitch Ratings - and the financial markets are pricing in this scenario. As ever, the outcome depends upon the timing of a ceasefire deal between the U.S. and Iran, and on how much oil can slip through the blockades in the meantime. Given the current shutdown in the strait, the inventory picture is not favourable for low pricing. The U.S. Energy Information Administration (EIA) announced Tuesday, April 9, 2026 that OECD oil inventories are on track to reach their lowest level since recordkeeping began in 2023, and will keep dropping until December even in the event of a Hormuz restart.
Markets Expect Oil Shortage if Hormuz Stays Shut, Oversupply Once it Opens, June 9, 2026, www.maritime-executive.com

World's third biggest shipping line sees Q1 earnings crash

Source: Freightwaves

The world's third-largest container carrier CMA CGM's saw core earnings (EBITDA) plunge to $1.5 billion in the first quarter, down 41.3% from $2.53 billion a year ago, as modest volume growth failed to offset a weak rate environment. Marseilles-based CMA CGM said volumes improved 1.5% y/y to 5.9 million twenty foot equivalent units (TEUs), driven by growing demand in a volatile market environment. Maritime revenue reached $8 billion, off 8.5% from $8.76 billion, as average revenue per TEU fell 9.8% to $1,351. EBITDA margin declined by 10.3 percentage points to 18.6%, "reflecting lower freight rates compared to the previous year, despite a rebound in spot rates at the end of the quarter." The largest multinational liners saw first-quarter profits decline as the industry slogged through shipper uncertainty and capacity imbalance. Rates on the benchmark trans-Pacific have recently ticked up on improving demand and the follow-on effects of the war in Iran.
World's third biggest shipping line sees Q1 earnings crash, June 10, 2026, www.freightwaves.com

Ports of Barcelona and Shanghai strengthen their alliance by signing a strategic agreement

The Port of Barcelona received an institutional and business delegation from Shanghai as part of the close collaborative relationship maintained by both port infrastructures. During the course of the visit, a new strategic cooperation agreement was signed between the Port of Barcelona, the Shanghai Municipal Transportation Commission (SMTC) and Shanghai International Port Group (SIPG). The agreement was signed by José Alberto Carbonell, president of the Port of Barcelona; Xiao Hui, general director of the SMTC, and Yang ZhiYong, vice president of SIPG, in the presence of Jaume Duch, Regional Minister for European Union and Foreign Action. The agreement officially establishes the "sister ports" relationship between Shanghai and Barcelona and aims to boost cooperation in areas such as the digitalization and security of port operations; developing green ports and alternative fuels; intermodality and fostering sustainable maritime corridors between the Far East and the Mediterranean.
Ports of Barcelona and Shanghai strengthen their alliance by signing a strategic agreement, June 11, 2026, www.ajot.com

The Chartered Institute of Logistics and Transport North America

CANADA

FedEx Freight Spin-Off: A Structural Shift in LTL Strategy

The spin-off of FedEx Freight on June 1, 2026, marks one of the most consequential structural changes in the modern logistics industry. With the completion of the transaction, FedEx Freight now operates as an independent, publicly traded company under the ticker FDXF, while FedEx continues as a separate global parcel and logistics enterprise. The separation was executed through a pro rata distribution in which approximately 80.1% of FedEx Freight shares were distributed to existing FedEx shareholders, with FedEx retaining a 19.9% stake for planned divestiture. This structure reflects a deliberate strategy to unlock shareholder value while enabling each business to operate with greater independence and focus.

At a deeper level, the move acknowledges a long-standing reality in transportation systems: parcel and less-than-truckload (LTL) networks are fundamentally different in both economics and operational design. Parcel networks optimize for speed, global reach, and high-frequency flows, whereas LTL networks depend on density, terminal throughput, asset utilization, and margin discipline. By separating these models, FedEx has effectively aligned organizational structure with network physics, allowing each entity to pursue strategies tailored to its operational environment.

As a standalone company, FedEx Freight enters the market as the largest dedicated LTL carrier in North America, with an estimated 17% market share, a fleet of roughly 30,000 vehicles, and a network of approximately 365 facilities. This scale provides a strong foundation, but the strategic focus is now shifting from size alone to precision in execution, particularly around pricing, lane balance, and network efficiency. Leadership has signaled an intent to improve operating margins toward ~15%, underscoring a transition toward disciplined, profitability-driven growth.

For the broader industry, the implications are significant. The spin-off reinforces a shift toward specialization over integration, where distinct logistics models demand distinct governance, capital structures, and optimization frameworks. It also increases transparency and accountability in LTL performance, as investors now evaluate the business independently rather than as part of a diversified logistics portfolio.

In effect, the FedEx Freight spin-off signals a broader industry direction in which success will increasingly depend on the ability to align strategy, operations, and advanced analytics within a clearly defined network model.

The Cost of Inaction – We Must Close the Jurisdictional Loopholes Costing Canadian Lives

Source: Can Truck

On the eve of The Globe and Mail's scathing investigation into the erosion of trucking safety oversight, a preventable disaster unfolded in Manitoba. A 49-year-old woman was killed. The truck that ran the stop sign at highway speeds and struck her was operated by a carrier stripped of its safety certificate by the province of Manitoba for continuous violations, only to secure plates from Alberta, and roll right back onto the highway. This was no random oversight. It was the predictable output of a dangerous business model in Canadian trucking. And if we do nothing; more Canadians will die. There are at least hundreds of rogue companies employing thousands of drivers operating as "chameleon carriers" who simply change their name and jurisdiction when they get into trouble. Sadly, it's a reality the Canadian Trucking Alliance has been sounding the alarm on for years, desperately calling on federal and provincial governments to fix the same vulnerabilities exposed in the Globe and Mail's recent investigation.
The Cost of Inaction – We Must Close the Jurisdictional Loopholes Costing Canadian Lives, June 5, 2026, www.cantruck.ca

Ontario Upgrading Highway 17 Near Echo Bay

The Ontario government is rehabilitating a key section of the Trans-Canada Highway to improve safety, support economic growth and keep workers on the job in northern Ontario. Construction is underway to upgrade Highway 17 from Echo Bay to Highway 548, resurfacing almost 17 kilometres of highway and repairing and replacing the Bar River Bridges, Stobie Creek Bridge and Richardson Creek Bridge. "Under the leadership of Premier Ford, our government is investing in highways in the north to improve road safety, connect communities and unlock economic opportunities," said Prabmeet Sarkaria, Minister of Transportation. "As we continue to dismantle interprovincial trade barriers that cost Canada's economy $200 billion annually, these upgrades to Highway 17 will help strengthen a critical trade corridor and keep people and goods moving across northern Ontario."
Ontario Upgrading Highway 17 Near Echo Bay, June 8, 2026, www.mto.gov.on.ca

CTA Welcomes Gordie Howe International Bridge Opening

Source: Ontruck

The Canadian Trucking Alliance (CTA) enthusiastically welcomes Prime Minister Carney's announcement that an official ribbon-cutting ceremony will take place this week to signal the imminent opening of the Gordie Howe International Bridge at the Windsor-Detroit border. "What happens at this border impacts every kitchen table and factory floor in the country. Atlantic seafood, Quebec aerospace parts, Prairie agriculture, and Western energy equipment all rely on this crossing. When Windsor moves, the entire Canadian economy moves," said Stephen Laskowski, president and CEO of the Canadian Trucking Alliance. "This historic milestone brings North American supply chains one step closer to a new era of efficiency.
CTA Welcomes Gordie Howe International Bridge Opening, June 9, 2026, www.ntruck.ca

Access to public transport by distance in Canada

Source: Statcan

On June 10, 2026, Statistics Canada is publishing a new table providing information on spatial access to public transport by walking distance and public transport carrying capacity, geography, gender and selected demographic and socio-economic characteristics. Access under certain combinations of walking distance and public transit carrying capacity represents the national and international indicators under the Sustainable Development Goal (SDG) 11, "Sustainable Cities and Communities." The SDG global framework Indicator 11.2.1, measuring the "Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities," was adopted under the Canadian Indicator Framework for the Sustainable Development Goals as Indicator 11.4.1, "Percentage of the population living within 500 metres of a public transport stop."
Access to public transport by distance in Canada, June 10, 2026, www.statcan.gc.ca

Statement from Stephen Laskowski, President & CEO of the OTA and CTA on the Delay of the Gordie Howe International Bridge Opening

Source: Ontruck

"The trucking industry recognizes the immense complexity involved in delivering a transformational, generation-defining infrastructure project such as the Gordie Howe International Bridge. We deeply appreciate the unwavering commitment of the Windsor-Detroit Bridge Authority (WDBA) and the Government of Canada in delivering this world-class border crossing, which will strengthen Canada–U.S. trade and economic prosperity for decades to come. Canada and the United States depend on cross-border trade for their economic prosperity, and every day the bridge's opening is delayed comes at a cost. At a time when businesses and consumers continue to face the mounting pressures of inflation, reducing supply chain costs and improving efficiency has never been more important. The longer the Gordie Howe International Bridge remains unavailable, the longer businesses on both sides of the border must absorb unnecessary expenses associated with congestion, delays, and longer transit times. …"
Statement from Stephen Laskowski, President & CEO of the OTA and CTA on the Delay of the Gordie Howe International Bridge Opening, June 11, 2026, www.ontruck.ca

Canada Post parcel volumes decline 17.2% in Q1

Canada Post parcel volumes fell more than 17% during the 2026 first quarter, contributing to a US$147.5 million pre-tax loss. The news came days before letter carriers on Monday ratified a new contract following more than two-and-a-half years of chaotic and painful negotiations that further undermined user confidence in the public postal service, resulting in lower revenue. The Canadian Union of Postal Workers announced Monday, June 1, 2026 that its urban and rural bargaining units had approved tentative contracts initially agreed to in December 2025, with about 87.% of the more than 50,000 membership voting in favor. The contract, which is retroactive to last year, will remain in place until Jan. 31, 2029.
Canada Post parcel volumes decline 17.2% in Q1, June 5, 2026, www.freightwaves.com

Canada and Ontario roll out investments in transit vehicles in Cobourg and Port Hope

The federal and provincial governments, along with the Towns of Cobourg and Port Hope, are investing in public transit. In Cobourg, an investment of almost $1.2 million will fund three new gasoline buses with contactless payment hardware, the first of which is already in service. Funding will also be used to construct a transit operations office and add accessibility upgrades to 10 bus stops in the Town. In Port Hope, an investment of over $560,000 has funded the replacement of three conventional transit vehicles that had reached the end of their service life. These investments will improve the reliability, accessibility, and overall quality of transit services for residents, making it easier for people to get where they need to go while supporting more sustainable and efficient transportation options
Canada and Ontario roll out investments in transit vehicles in Cobourg and Port Hope, June 11, 2026, www.mto.gov.on.ca

US/WORLD

Truckload’s shrinking miles

Source: Freightwaves

Despite the ongoing tightening of the domestic truckload market, the trend of shrinking load lengths that began in 2024 shows little sign of reversing. Since June 2024, the average length of haul in SONAR’s tender data set has declined from approximately 607 miles to just above 500 miles — a 21% drop, with 11% of that occurring over the past year alone, making it a fairly linear trend. Average distances have dropped 11% y/y for truckloads. Is this part of a sustained structural change, or something that could flip in the near future and exacerbate current market conditions? Perhaps the most interesting characteristic of this trend is its longevity. Most freight trends emerge sharply or follow seasonal patterns. This one looks more like a shift in how shippers utilize trucks as they adapt their supply chain management strategies — which, if true, suggests a more permanent alteration of the market. The reason this trend matters is that longer lengths of haul occupy more capacity. Longer transit times mean trucks cannot pick up other freight. A load moving from Los Angeles to Chicago covers roughly 2,000 miles and occupies three to four days of a single truck’s time. A load moving from Atlanta to Nashville covers around 250 miles and occupies roughly half a day, depending on loading and unloading times.

Truckload’s shrinking miles, June 8, 2026, www.freightwaves.com

Other Transport Updates

CANADA

Ottawa pumps the brakes on proposed changes to major project environmental reviews

Source: JOC

The federal government is pumping the brakes on its proposed changes to how major projects are reviewed and says it won't table legislation on the changes until the fall. Last month Ottawa released two discussion papers which proposed, among other things, approving major projects before they're reviewed and exempting certain projects from laws meant to protect species at risk. It also proposed taking the responsibility for reviewing pipelines, transmission lines and offshore renewable energy projects away from the Impact Assessment Agency and handing it to the Canada Energy Regulator. The federal government has said it has been told by industry that the level of expertise on energy projects that lived at the Canada Energy Regulator couldn't be found at the Impact Assessment Agency. It also said its proposed changes are to create a simpler process to shorten approval timelines, particularly as Canada is competing with other countries for investment.

Ottawa pumps the brakes on proposed changes to major project environmental reviews, June 5, 2026, www.joc.com

Canadian international merchandise trade, April 2026

Source: Statcan

In April 2026, Canada's merchandise exports increased 1.6%, while imports edged up 0.3%. As a result, Canada's merchandise trade surplus with the world widened from $1.8 billion in March 2026 to $2.7 billion in April 2026. This was the second consecutive monthly trade surplus, and the largest since January 2025. The noticeable developments were as follows: 1. Exports of crude oil continue to rise on higher prices. 2. Offsetting movements observed in imports. 3. Exports to the United States increase for a third consecutive month. 4. Exports to countries other than the United States decrease.
Canadian international merchandise trade, April 2026, June 9, 2026, www.statcan.gc.ca

Canadian international trade in services, April 2026

Source: Statcan

Canada's international imports of services increased 1.1% to $20.5 billion in April 2026, while its exports decreased 0.9% to reach $20.6 billion. As a result, Canada's monthly international trade in services surplus narrowed from $0.5 billion in March 2026 to $0.1 billion in April 2026. Imports of travel services climbed 4.3% to reach $5.1 billion in April 2026 as residents from countries other than the United States increased their spending in Canada. Commercial services (+0.5%) also contributed to the overall increase in imports, while transportation services (-1.3%) dampened it slightly. Exports of commercial services were down 1.3% to $12.5 billion in April 2026, driven by a decrease in financial services exports. The decline of financial services exports in April follows a substantial increase recorded in March due to high volumes of cross-border transactions in securities. Exports of transportation services declined 2.4% in April, while exports of travel services showed a slight increase of 0.4%.
Canadian international trade in services, April 2026, June 9, 2026, www.statcan.gc.ca

Top 10 Pre-Bid Transit Terminal Projects in Canada -

Source: JOC

The top 10 pre-bid transit terminal projects in Canada, ranked by project value as of June 9, 2026 are: 1. Prairie Link High-Speed Rail; 2. Design Build Hamilton LRT - McMaster University to Eastgate Square; 3. Roberts Bank Terminal 2 Project; 4. Metro Line NW LRT Expansion - Phase Two (Blatchford to Castle Downs); 5. Calgary Airport - Banff Rail (CABR) Project; 6. Crown Mountain Coking Coal Mine; 7. 1900 Yonge Street - The Davisville Yards Redevelopment; 8. ACE Rail Terminal; 9. 1319 Bloor Street West - Mixed-Use Towers; and 10. Blue Line NE LRT Extension - Saddletowne to Country Hills Blvd. NE.
Top 10 Pre-Bid Transit Terminal Projects in Canada, June 10, 2026, www.joc.com

Leading indicator of international arrivals to Canada, May 2026

Source: Statcan

In May 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 5.2 million, up 7.6% from the same month in 2025. May 2026 marked the second year-over-year increase in international arrivals since January 2025.
Leading indicator of international arrivals to Canada, May 2026, June 11, 2026, www.statcan.gc.ca

US/WORLD

May 2026 U.S. Transportation Sector Unemployment (3.6%) Falls Below the May 2025 Level (4.4%)

Source: BTS

The unemployment rate in the U.S. transportation sector was 3.6% (not seasonally adjusted) in May 2026 according to Bureau of Labor Statistics (BLS). These data have been updated on the Bureau of Transportation Statistics' (BTS) Unemployment in Transportation dashboard. In May 2026, the transportation sector unemployment rate fell 0.8 percentage points from 4.4% in May 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 lower than overall unemployment. BLS reports that the U.S. unemployment rate, not seasonally adjusted, in May 2026 was 4.1% or 0.5 percentage points above the transportation sector rate. Seasonally adjusted, the U.S. unemployment rate in May 2026 was 4.3%.

May 2026 U.S. Transportation Sector Unemployment (3.6%) Falls Below the May 2025 Level (4.4%), June 5, 2026, www.bts.gov

Trump's Transportation Secretary Sean P. Duffy to Invest $626.7 Million into Big, Beautiful Infrastructure Nationwide

U.S. Transportation Secretary Sean P. Duffy on June 9, 2026 announced a $626.7 million investment into America's infrastructure, with a priority for large-scale projects over $150 million. For the first time, USDOT is now prioritizing projects that connect America's roads with commercial spaceports to accelerate the growth of our aerospace sector. Dollars will also go towards expanding commercial truck parking for American truckers.

Trump's Transportation Secretary Sean P. Duffy to Invest $626.7 Million into Big, Beautiful Infrastructure Nationwide, June 9, 2026, www.dot.gov

The April 2026 Freight Transportation Services Index (TSI) Rose 0.3% from March 2026 and Rose 1.4% from April 2025

Source: BTS

The Freight Transportation Services Index (TSI), rose 0.3% in April 2026 from March 2026, rising for the third consecutive month, according to the U.S. Department of Transportation Bureau of Transportation Statistics (BTS). From April 2025 to April 2026 the index rose 1.4%. The Freight TSI measures the amount of freight carried by the for-hire transportation industry. The Passenger TSI rose 0.2% in April 2026 from March 2026, rising for the third consecutive month. From April 2025 to April 2026 the index rose 2.1%. The Passenger TSI measures passenger transportation volumes on local transit, intercity rail, and air transportation. The Combined Freight and Passenger Index rose by 0.3% in April from March and rose by 1.7% from April 2025 to April 2026.

The April 2026 Freight Transportation Services Index (TSI) Rose 0.3% from March 2026 and Rose 1.4% from April 2025, June 10, 2026, www.bts.gov

Trump 'not looking to renew' CUSMA trade pact, says no need for Canadian imports

Source: JOC

U.S. President Donald Trump is again saying the American economy does not need anything from Canada or Mexico and he is “not looking to renew” the continental trade pact. Trump made the comments in the Oval Office on Wednesday, June 10, 2026 when asked about the July 1 deadline to renew the Canada-U.S.-Mexico agreement on trade, known in Canada as CUSMA. If the deadline passes, the agreement stays in place subject to an annual rolling review for up to 10 years. Canada-U.S. Trade Minister Dominic LeBlanc travelled to Washington last week to meet with his American counterpart and sent a letter to the American and Mexican administrations calling for a 16-year extension of the agreement. Mexico’s secretary of economy, Marcelo Ebrard, also called for the extension. Trump complained Wednesday about the trade deficit the U.S. has with Canada — which is caused by Canadian energy exports — and claimed the U.S. doesn’t need Canadian or Mexican cars, lumber or energy. He repeated his claim that the previous NAFTA deal was “the worst trade deal ever made” and said the U.S. does better economically when it is autonomous, adding that both Canada and Mexico need the U.S.
Trump 'not looking to renew' CUSMA trade pact, says no need for Canadian imports, June 10, 2026, www.joc.com

Other CILT News

Events

On Wednesday, June 10th, CILT Global Rail Group and CILT North America hosted the New York City – Rail Capacity Conference in Manhattan, New York, with guest speakers, Paul Grether, Chief, MTA Grand Central Madison Operating Company (GCMOC), Chris Jackson, President, Tracsis Rail Technology Solutions, Scott Spencer, Chief Operating Officer AmeriStarRail, Uday Schultz, Performance Analysis, MTA New York City Transit, Ian Martin, Manager, Rail Network Planning, New York City Transit Department of Subways and James Bonner, President, New York, Susquehanna and Western Railway Corporation (NYSW).

This one-day conference brought together senior leaders and experts from across the rail sector to examine one of the industry's most pressing challenges: capacity. Drawing on perspectives from terminals, commuter and subway services, and freight operations, our speakers shared experiences and insights drawn from the New York region's complex and vital rail network.

Thank you again to our sponsors:
Network Rail Consulting
Tracsis
Railroad Weekly
AmeriStarRail
Hatch
New York, Susquehanna and Western Railway Corporation (NYSW)

The event was very well attended and enjoyed by everyone in the room. Thank you to all who attended and sponsored this very successful event.

Member News

TRANSMOUNTAIN

We'd like to welcome aboard our newest Corporate Member, Trans Mountain

Trans Mountain Corporation operates Canada's only pipeline system transporting oil products to the West Coast delivering approximately 890,000 barrels of petroleum products each day through a pipeline system of more than 1,180 kilometres of pipeline in Alberta, British Columbia and 111 kilometres of pipeline in Washington state.

Trans Mountain also operates a state-of-the-art loading facility, Westridge Marine Terminal, with three berths providing tidewater access to global markets.

We are so pleased to have them as our newest Corporate Member joining the Pacific Chapter.

Welcome to CILTNA!

Job Postings

* Replenishment Analyst (Evergreen), Canadian Tire Corporation, Toronto, ON, Canada

About the job

Please note that your application will be considered for the current and future hiring opportunities within this job posting.

What You'll Do

The Replenishment Analyst role is a full-time permanent position, with learning and development opportunities including exposure to senior leaders, designation/certification/schooling support and mentorship. We also provide a comprehensive and competitive benefits package that flexes to meet your individual needs.

As a Replenishment Analyst you will develop broad operational experience while managing replenishment for specific categories. Replenishment Analysts collaborate with suppliers and internal teams to manage the flow of inventory into Distribution Centres and respond to changes in demand. Working in partnership with the Category Management, Forecasting, and Promotions teams, you will introduce exciting new products while maintaining and developing existing product assortments for promotional, regular, and seasonal demand. At the intersection of Supply Chain and Merchandising, this role is a cross-functional opportunity that is integral to the organization due to the high level of accountability and the critical impact to the bottom line.

- Negotiation and supplier relationship management, collaboration with internal and external stakeholders
- Data mining and analysis
- Rapid problem solving and thinking on your feet
- Seasonal inventory and replenishment strategy
- Distribution Requirements Planning (DRP)
- Supply Chain functions such as Operations Planning, Transportation, Distribution, Inventory Management
- Ownership and direct accountability for results and metrics

What You Bring

- Undergraduate or post graduate degree in Engineering, Math, Business or Commerce, with demonstrated interest in operations and supply chain
- 2+ Years Work Experience, can include Co-op or Internship experience
- Strong working knowledge of Microsoft Excel and Access
- Work experiences in analyst roles highly valued, especially data driven, analytical, or process improvement experience
- Analytical, comfortable with data driven decision making and working with numbers
- Negotiators able to gain consensus with internal and external stakeholders

We're always looking for great talent! In addition to competitive pay, we offer:

- Comprehensive benefits and retirement programs
- Performance incentives, Continuing Education Programs
- Other perks to support your well-being
- Career growth opportunities and product discounts

Our typical hiring range is between $53,000 and $88,000. Salary decisions are also dependent on other factors such as your experience, job-related knowledge, skills and competencies, market location, industry benchmarks, internal equity and other role-specific requirements.

This posting represents an existing vacancy within our organization.

To apply, please visit: https://www.linkedin.com/jobs/view/3910400577

* Supply Planner, Stanley Black & Decker, Inc., Mississauga, ON, Canada

The What
Make A Difference for Those Who Make the World™

As a Supply Planner you will be part of a dedicated team based in Mississauga, Ontario and reporting to the Supply Planning Manager. The Supply Planner is responsible for managing inventory levels and supporting business objectives through effective supply planning. This role works closely with the Demand Planning Team and cross-functional partners—including Sales, Marketing, Finance, Operations, and Manufacturing—to ensure optimal inventory, best-in-class service levels, and successful new product introductions.

The Why

It takes great people to achieve greatness. People with a sense of purpose and integrity. People with a relentless pursuit of excellence. People who care about making things better For Those Who Make The World™. Sound like you? Join our top-notch team of nearly 48,000 professionals globally who are making their mark on some of the world's most beloved brands, including DEWALT®, CRAFTSMAN®, CUB CADET®, STANLEY® and BLACK+DECKER.

What You Will Get To Do

- Develop and maintain supply plans for assigned product lines; balancing inventory targets, service levels while reducing excess and obsolete inventory through proactive management of new product development (NPD), product transitions, and underselling items
- Analyze demand forecasts and inventory data to create replenishment schedules, collaborating with global planning, manufacturing, and distribution teams to ensure timely and efficient product flow
- Monitor and report on key supply chain metrics, including inventory turns, fill rates, and back orders
- Identify, communicate, and escalate risks to supply and service levels, and provide recovery plans and get-well dates for out-of-stock scenarios
- Lead and participate in monthly Supply Review and Promotional Review meetings to assess supply risks, align on inventory strategies, and ensure readiness for upcoming promotions and demand spike
- Manage inventory levels to minimize excess and obsolescence
- Develop and manage SKU inventory planning strategies utilizing JDA, maintaining accurate planning parameters and data integrity
- Support the supply of new products through setup, production, and market delivery, as well as end-of-life transitions, coordinating globally with Marketing, Demand, Supply Chain, and Manufacturing teams
- Drive process improvements to enhance supply planning accuracy and efficiency

- Serve as the link between suppliers, manufacturing locations, and the Canadian market, representing Supply Chain Operations
- Work on ad-hoc improvement projects; other duties as assigned

Who You Are

- 3-5 years of demonstrated Inventory Planning/Supply Chain experience
- Post-Secondary education in Supply Chain Management, Distribution or Inventory Management is preferred
- Experience working for a large retailer/CPG is preferred
- Exceptional organizational and leadership skills
- Excellent verbal and written communication skills
- Demonstrated ability to work in a complex, fast paced, deadline-driven environment
- Intermediate/advanced experience using Microsoft Excel
- Computer proficiency a must (MS Office products)
- Knowledge of PBI, SAP and JDA Supply Planning System an asset

What You Get

- Anticipated compensation for this role is $70,000-$75,000 in annual base salary. Salary is based on market location, and may vary depending on job-related knowledge, skills, and experience.
- We care about the safety and the well-being of our employees.
- A supportive work environment where you can be your best every day.
- Opportunities to stretch and develop in our diverse lines of business within our Fortune 200 company.
- We offer different ways for you to give back to communities where we operate.
- Competitive compensation & benefits package.
- Use of a company laptop.
- Company Perks including: Goodlife Fitness discounts, Employee product purchase, and many more!

To apply, please visit: https://www.linkedin.com/jobs/view/4401509971

* Schedule Optimization Analyst, The Walt Disney Company, San Antonio, TX, USA

About the job

Disney Direct to Consumer (DTC) includes premium streaming services with Hulu, a premium streaming service that offers premium originals, current season TV, a massive library of hit series and movies, and live television and Disney+ is the Disney-branded streaming service featuring an incomparable collection of content from its brands and franchises recognized and respected all over the world including Star Wars, Marvel, Pixar, Disney, and NatGeo. Our DTC team is looking for hardworking team-players to join the Viewer Experience team, who will thrive upon the legacy of Disney, and Hulu, embrace unconventional thinking, and who are passionate about contributing to The Walt Disney Company’s direct-to-consumer (DTC) experience through strategic hard work and determination.

The Scheduling Analyst plays a critical role in aligning workforce schedules with forecasted demand and unified business goals across global operations. As a key collaborator with BPO Partner Management and external BPO partners, this role ensures that staffing levels at each location meet allocated demand while maintaining balance across partner overstaffing and understaffing. The Scheduling Analyst drives schedule efficiency, occupancy, shrinkage compliance, and real-time management (RTM) direction. This role requires a strong understanding of BPO staffing models—such as dedicated teams, shared resource pools, hub-and-spoke models, and follow-the-sun coverage—as well as familiarity with staffing contracts and service level agreements (SLAs). Success depends on the ability to translate forecast data into actionable schedules using workforce management tools, while maintaining compliance and operational agility across regions.

Responsibilities And Duties Of The Role

- Develop and maintain agent schedules that align with forecasted contact volumes, service level goals, and labor regulations
- Manage shift bid processes for the designated bid location, ensuring fairness and transparency. For all other locations, oversee BPO schedule fulfillment processes, ensuring partners maintain key schedules with the flexibility required to manage gaps in cadence with business needs

- Partner with BPO vendors across regions to ensure centralized contact distribution and 24/7/365 coverage, while balancing staffing across locations to avoid over/under allocation
- Apply knowledge of various BPO staffing models—such as dedicated teams, shared resource pools, hub-and-spoke models, and follow-the-sun coverage— to optimize scheduling strategies and ensure contractual alignment
- Guide and support RTM operations by identifying opportunities for added shrinkage or supplemental coverage not accounted for in the original plan, ensuring adjustments align with real-time performance needs
- Drive improvements in schedule efficiency, occupancy, shrinkage compliance, and RTM readiness through proactive planning and collaboration
- Leverage WFM platforms (e.g., NICE, EEM) to automate scheduling and ensure compliance with contractual and regulatory requirements

Required Education, Experience/Skills/Training

- Bachelor's degree in Business, Operations, or a related field preferred
- 2+ years of experience in workforce management or scheduling within a contact center or BPO environment
- Familiarity with BPO staffing models and staffing contracts

Preferred Experience

- Experience with NICE IEX, EEM, and other WFM platforms is highly desirable

The hiring range for this position in San Antonio, TX is $62,200 to $83,300 per year and in Santa Monica, CA is $71,700 - $87,560 per year. The base pay actually offered will take into account internal equity and also may vary depending on the candidate's geographic region, job-related knowledge, skills, and experience among other factors. A bonus and/or long-term incentive units may be provided as part of the compensation package, in addition to the full range of medical, financial, and/or other benefits, dependent on the level and position offered.

To apply, please visit: https://www.linkedin.com/jobs/view/4425819788

* Procurement Analyst, Streamline Defense, Miami, FL, USA

Overview

Streamline Defense is seeking a Procurement Analyst to support the U.S. Southern Command (USSOUTHCOM) Enterprise Data & Analytics (EDA) program from Streamline's facility in Tampa, FL. This position is contingent upon contract award.

Responsibilities

- Proposed personnel possess the knowledge and capability to track expenditures, manage procurement cycles, and ensure contract compliance with DoD acquisition policies.
- Personnel must be proficient in data analysis, cost forecasting, and procurement workflow optimization.
- Strong attention to detail and record-keeping skills are required.

Required Qualifications

- The contractor shall provide personnel with a Bachelor's degree in Finance, Business Administration, or a related field, or four (4) years of equivalent experience in procurement analysis.
- Personnel must have demonstrated expertise in the DFARS and FAR processes for procurement, managing purchase orders, tracking procurement performance metrics, and ensuring budget alignment with operational requirements.
- Personnel must have experience with acquisition software, federal procurement databases, and financial tracking tools to support compliance with DoD acquisition regulations.
- Experience in cost estimation, contract analysis, and procurement audits is required.

Desired Qualifications

- Desirable but not required certifications include Certified Professional Contracts Manager(CPCM) or DoD Financial Management Certification.

To apply, please visit: https://www.linkedin.com/jobs/view/4427035372

★ **Did you know CILTNA has an X (formerly Twitter) Account?**
Go to: https://twitter.com/cilt_na and Follow Us.

★ **Be sure to follow the page to get all the latest news and events!**
Go to: https://www.linkedin.com/company/chartered-institute-of-logistics-and-transport-in-north-america/ and Follow Us.

★ **Like and Follow us on Facebook to keep up to date on the latest news and events!**
Go to: https://www.facebook.com/CILTNA/ and Follow Us.

★ **We are on Instagram!**
Go to: https://www.instagram.com/ciltna/?hl=en and Follow Us.

★ **Did you know CILTNA has a YouTube Channel?**
To view all our past webinar/event recordings, please subscribe to our YouTube channel at:
https://www.youtube.com/channel/UC1gRKcOcJ5vohMSRFBjIEFA

Subscribe and click the bell icon to receive notifications whenever we post a new webinar video.