The Chartered Institute of Logistics and Transport North America

Transportation's Top Stories

Air Transport Updates

CANADA

The Government of Canada announces expanded air transport agreement between Canada and Mongolia

On July 3, 2026, the Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons, announced an expanded air transport agreement with Mongolia. The expanded agreement allows for direct flights between Canada and Mongolia for the first time. The expanded agreement also includes: 1. Up to three weekly passenger-combination flights per country; 2. Unlimited weekly all-cargo flights; and 3. Open fifth freedom rights for all-cargo flights (the ability to operate flights between two foreign countries as long as the flight either starts or ends in the airline's home country)

The Government of Canada announces expanded air transport agreement between Canada and Mongolia, July 3, 2026, www.tc.gc.ca

Air Canada Announces Appointment of Anko Van der Werff as President and Chief Executive Officer

Source: Air Canada

Air Canada announced on July 8, 2026 that Anko Van der Werff will become its next President and Chief Executive Officer, and a member of the Board, by the end of January 2027. Mr. Van der Werff, currently President and Chief Executive Officer at Scandinavian Airlines, succeeds Michael Rousseau, who previously announced his retirement after 19 years with Air Canada

Air Canada Announces Appointment of Anko Van der Werff as President and Chief Executive Officer, July 8, 2026, www.aircanada.ca

Reminder: flying a drone near wildfires is illegal and dangerous

On July 8, 2026, Transport Canada published a reminder to the public that flying a drone within 9.3 km (5 nautical miles) of wildfires is illegal and dangerous. As crews continue to battle wildfires across the country, unauthorized drones have been observed near wildfire areas. The airspace surrounding wildfires is restricted to aircraft involved in wildfire response, who are authorized to do so by the appropriate fire control authority. Unauthorized drones create a serious risk of collision with firefighting aircraft, forcing crews to ground their operations and putting lives at risk when every minute counts. Drone pilots who break the rules could face significant penalties, including fines and/or imprisonment. Administrative Monetary Penalties (AMPs) for flying where it is prohibited can reach a maximum of $3,000 for individuals and $15,000 for corporations. Provinces and territories can also impose additional penalties for unauthorized drone use near wildfires.

Reminder: flying a drone near wildfires is illegal and dangerous, July 8. 2026, www.tc.gc.ca

Are WestJet flight attendants going on strike? What we know as union vote opens

Source: National Post

WestJet flight attendants have officially opened a strike vote on July 9, 2026 that will continue until July 15, 2026, according to a public statement from CUPE. 'Our goal remains the same as it has been from the beginning: to reach a fair, negotiated, collective agreement,' Alia Hussain, president of CUPE 8125 says. The union says it is seeking member support for a strike position, while negotiations continue under federal conciliation.
Are WestJet flight attendants going on strike? What we know as union vote opens, July 9, 2026, www.nationalpost.ca

US/WORLD

Soaring AI shipments invigorate air cargo's resilience as global demand rises +7% in June

Exceptional demand for semiconductors and AI-related hardware inspired a +7% growth in global air cargo demand in June 2026, but spot rates continue to ease in line with expectations after a calming of the Middle East conflict, restoration of capacity through the big Gulf airport hubs, and a fall back in jet fuel prices, according to the latest market data from industry analysts Xeneta. Global air cargo spot rates (valid for up to one month) rose +38% year-on-year in June 2026 to an average of USD 3.40 per kg but, as Xeneta predicted, the pace of growth is slowing, easing from +41% in May - a sign the market is calming from a pricing perspective. The big surprise remains demand as AI volumes continue to make up for the fall in e-commerce traffic, air cargo's main growth engine over the past 2-3 years. Xeneta's Chief Airfreight Officer, Niall van de Wouw, called June's demand growth 'remarkable,' and suggested that current air cargo volumes are 'defying gravity', thanks mostly to soaring AI-related shipments on Asia Pacific to North America corridors. "The scale of AI's impact is easy to underestimate because it sits inside a small slice of total air cargo volume – below 10% of what flies. But the facts that confirm its role as the main driver of air cargo growth are undeniable," he said. "Global semiconductor sales more than doubled year-on-year in April, up +106%, the strongest growth since the World Semiconductor Trade Statistics organisation began keeping records in 1986. That surge has made the transpacific this year's strongest air freight corridor, even as China–US volumes weakened under tariffs."
Soaring AI shipments invigorate air cargo's resilience as global demand rises +7% in June, July 2, 2026, www.ajot.com

The risks of algorithmic collusion

The airline distribution move from Passenger Service Systems to Offers and Orders—enabled by New Distribution Capability, ONE Order, and related standards—allows airlines to operate more efficiently in a flexible digital environment. Personalized offers are central to this transition. Airlines will create them, together with dynamic prices, in real time using data on demand, price sensitivity, and shopper characteristics. McKinsey estimates that this retail transformation could generate $45 billion in new industry value, equal to a 2%–3% increase in revenue. Algorithms are being increasingly used in airline pricing. Pricing algorithms adjust fares in real time by analyzing demand, competitor behavior, inventory, and market trends, applying the same supply-and-demand principles that shape prices in competitive markets. Their distinguishing feature is the speed and complexity they can manage. Although algorithmic pricing can strengthen competition by lowering costs and reducing barriers to entry, airlines must remain alert to the risk of collusive outcomes. For example, a profit-maximizing algorithm might learn that repeatedly undercutting rivals triggers damaging price wars. It could then conclude that keeping prices higher is more profitable, even without direct human communication or intervention. "Competition law liability is usually linked to a company making a business decision," explains Miriam Geiss, Senior Specialist Counsel Antitrust at IATA. "Illegal collusion typically requires some form of communication and mutual commitment. There must be a 'meeting of minds.'" This raises an important question: can airlines point to an algorithm as a defense if consumers pay higher fares than they otherwise would? Competition law has yet to fully address self-learning algorithms that adjust prices or other sensitive information, so regulators are reconsidering what counts as an "agreement." When companies intentionally use algorithms to coordinate prices: they may be held liable. Conduct that is illegal offline does not become legal online. Even if AI decisions are made autonomously airlines may be held liable and caution is advised. . "They can and should use these tools, but they remain accountable

for decisions made by their algorithms and AI systems." "The key point is that AI does not protect airlines from liability," Geiss concludes.
The risks of algorithmic collusion, July 2, 2026, *www.airlinemagazine.com*

U.S. Airlines' May 2026 Aviation Fuel Cost up 3.0%, Consumption up 3.5%, and Fuel Cost per Gallon down 0.5% from April 2026

The Department of Transportation's Bureau of Transportation Statistics (BTS) on July 7, 2026 released U.S. airlines' May 2026 fuel cost and consumption numbers indicating total fuel expenditure ($6.66B) of U.S. scheduled service airlines was up 3.0% from April 2026 ($6.47B) and up 83.9% from May 2025 ($3.62B). The airlines used 1.627 billion gallons of fuel, 3.5% more fuel than in April 2026 (1.573 billion gallons) and 0.6% less fuel than May 2025 (1.636 billion gallons). The cost per gallon of fuel in May 2026 ($4.09) was down 2 cents (0.5%) from April 2026 ($4.11) and up $1.88 (85.0%) from May 2025 ($2.21).
U.S. Airlines' May 2026 Aviation Fuel Cost up 3.0%, Consumption up 3.5%, and Fuel Cost per Gallon down 0.5% from April 2026, July 7, 2026, www.bts.gov

CANADA

Statement by the Minister of Transport on the commemorations marking the thirteenth anniversary of the Lac-Mégantic tragedy

On July 6, 2026, The Minister of Transport said "Today we remember the lives lost in the Lac-Mégantic tragedy and honour the victims, as well as their families, friends and loved ones whose lives have been forever changed. "Thirteen years later, this remains a day of remembrance, reflection, and solidarity. Across Canada, we join the people of Lac-Mégantic in honouring the memory of those who were taken too soon and in acknowledging the profound loss that continues to be felt throughout the community. "We also recognize the strength and resilience shown by the people of Lac-Mégantic over the years. Their courage continues to inspire Canadians. "The Government of Canada remains steadfast in its support for the community. We are continuing our efforts to complete the Lac-Mégantic rail bypass project, which will move the railway out of downtown. .."

Statement by the Minister of Transport on the commemorations marking the thirteenth anniversary of the Lac-Mégantic tragedy, July 6, 2026, www.tc.gc.ca

CN Reports June Grain Movement

CN announced on July 3, 2026 that it established a new monthly record for grain movement across its network. In June 2026, CN moved 2.67 million metric tonnes (MMT) of grain from Western Canada, surpassing the previous June record of 2.64 MMT set in June 2020. This record performance reflects continued strong customer demand, close collaboration across the grain supply chain and CN's operational flexibility across its network. Despite heavy rainfall that affected parts of Western Canada, CN worked with customers to adjust shipping plans and move grain from available locations, maintaining strong network fluidity and efficiently moving the grain to export markets.

CN Reports June Grain Movement, July 3, 2026, www.cn.ca

CPKC sets new June monthly grain records

Source: CPKC

Canadian Pacific Kansas City (CPKC) said on July 7, 2026 that it has set a new June monthly record for transporting Canadian grain and grain products, moving 2.8 million metric tonnes (MMT) in June 2026. The new June achievement beat the previous tonnage record set in June 2020. The second quarter (April, May and June) also set a record for tonnage and carloads, beating previous highs also set in June 2020. CPKC previously set records for the movement of Canadian grain in the first quarter and has set monthly records in five of the first six months of 2026. Monthly records earlier this year have been set in January, February, April and May. Through Week 48 of the 2025-2026

crop year, CPKC transported more than 28.4 MMT of Canadian grain and grain products. These are the largest Canadian grain totals since the record setting 2020-2021 crop year. In the United States, CPKC also set a monthly tonnage record for grain movements in June 2026, moving 2.5 MMT and exceeding the previous best set in 2022. A record 7.5 MMT moved in the second quarter, exceeding Q2 2022.
CPKC sets new June monthly grain records, July 7, 2026, www.cpkc.ca

Ontario Breaks Ground on Grimsby GO Station

The Ontario government has started construction on the Grimsby GO Station as part of its plan to fight gridlock, decrease travel times and support increased GO service to the Niagara Region. The province is using a new standardized design for the station to help reduce construction costs and speed up timelines. The new station will include one platform, 220 parking spaces, a bus loop and pick-up/drop-off areas.
Ontario Breaks Ground on Grimsby GO Station, July 7, 2026, www.mto.gov.on.ca

Public Notice: CN Incident Response in Repentigny, Québec on July 5th, 2026

CN recognizes and understands the concerns of citizens in Repentigny following the resumption of train service at the site of Sunday's derailment. We want to reassure the community that safety remains our top priority. Since the incident, CN employees and contractors have been working around the clock to safely restore the site and complete extensive repairs to the railway infrastructure. Before a single train movement resumed, crews completely rebuilt the track and track bed. Additional work will continue over the coming days. In total, approximately 2,400 feet (approx 750 meters) of track, and 2,100 tonnes of new ballast will have been put into the restoration once completed. The track was also resurfaced and all rail ties were replaced. A new public crossing is also being built and should be ready shortly. The return of train service is being managed through a deliberate and phased process honed over years of experience and supervised by regulators.
Public Notice: CN Incident Response in Repentigny, Québec on July 5th, 2026, July 8, 2026, www.cn.ca

TSB Releases Annual Safety Recommendations Assessment

The **Transportation Safety Board of Canada** (TSB) on July 8, 2026 released its annual assessment of outstanding safety recommendations for the air, marine, pipeline and rail sectors. For rail, it said, the progress of eight recommendations was assessed in 2025-26; none were closed, but one was downgraded. According to the TSB, 84% of responses to its recommendations since 1990 have been assessed as "Fully Satisfactory" across the transportation sectors, but 78 recommendations remain outstanding, "indicating that important safety deficiencies have yet to be fully addressed and risks to Canadians persist." Among the issues highlighted this year are "persistent risks related to commercial helicopter operations, commercial fishing vessel stability, and delays in implementing enhanced train control systems designed to prevent train collisions and derailments," TSB reported.
TSB Releases Annual Safety Recommendations Assessment, July 9, 2026, www.railwayage.com

US/WORLD

Union Pacific, Norfolk Southern submit more merger data


Source: Freightwaves

Union Pacific and Norfolk Southern on July 7, 2026 submitted the first portion of information requested by the Surface Transportation Board when it conditionally accepted their revised merger application May 28, 2026. The STB set a deadline of July 27 for the partners to submit the additional data. UP and NS earlier said that the data would come in two filings. The start of the formal evaluation and environmental review of the proposed $85 billion merger was delayed pending the new submissions. But, the STB spent months gathering data prior to the railroads' initial merger application in December 2025. The second

filing is expected to cover the enhanced competition aspects of the merger stipulated by the STB.
Union Pacific, Norfolk Southern submit more merger data, July 7, 2026, www.freightwaves.com

EXCLUSIVE: Union Pacific, Norfolk Southern CEOs talk about the rail merger that could reshape the U.S. economy


Source: Freightwaves

Union Pacific's thundering train – the massive Big Boy steam locomotive, not the pending merger with Norfolk Southern – made it to the East Coast over the July 4th holiday, completing an historic ocean-to-ocean tour that began in Sacramento in April, 2026. While tens of thousands flocked to the 4014 and the railroads' gleaming executive train during a blazing hot USA 250 weekend celebration, FreightWaves caught up with CEOs Jim Vena of UP and Norfolk Southern's Mark George in the cool of the shade. They talked about the merger, their expectations for regulatory evaluation, and the one thing Vena wished the STB would have done early in the process.
EXCLUSIVE: Union Pacific, Norfolk Southern CEOs talk about the rail merger that could reshape the U.S. economy, July 9, 2026, www.freightwaves.com

AAR reports rail traffic for the week ending July 04, 2026

The Association of American Railroads (AAR) on July , 2026 reported U.S. rail traffic for the week ending July 4, 2026. For this week, total U.S. weekly rail traffic was 482,121 carloads and intermodal units, up 8.7 percent compared with the same week last year. Total carloads for the week ending July 4 were 212,691 carloads, up 3.7 percent compared with the same week in 2025, while U.S. weekly intermodal volume was 269,430 containers and trailers, up 12.9 percent compared to 2025. Nine of the 10 carload commodity groups posted an increase compared with the same week in 2025. They included grain, up 2,490 carloads, to 21,622; metallic ores and metals, up 2,134 carloads, to 22,262; and farm products excl. grain, and food, up 1,961 carloads, to 17,346. One commodity group posted a decrease compared with the same week in 2025: coal, down 4,197 carloads, to 48,841. Canadian railroads reported 88,601 carloads for the week, up 8.1 percent, and 70,562 intermodal units, down 4.1 percent compared with the same week in 2025. For the first 26 weeks of 2026, Canadian railroads reported cumulative rail traffic volume of 4,277,145 carloads, containers and trailers, up 0.6 percent.
AAR reports rail traffic for the week ending July 04, 2026, July 8, 2026, www.ajot.com

CANADA

Canada Opts for German Submarines

Source: Maritime-Executive

In an extremely rapid procurement process for such a high-value contract, Canada appears to have opted for the German-designed Type 212CD submarine over a South Korean alternative, the Hanwha Ocean KSS-III. The selection of the Type 212CD as Canada's first preference, subject to contract, comes days before the NATO Ankara summit, and is a strong demonstration of Canada's resolve to boost its defense capability. Initial acquisition cost for the Canadian boats are thought to be about $24bn. The 12 new Canadian submarines are to be built by a joint German and Norwegian cooperative, which Canada will now join.
Canada Opts for German Submarines, July 6, 2026, www.maritime-executive.com

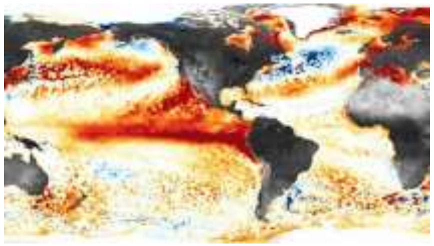
Report says traffickers exploit inspection gap at Canada's Pacific ports

Source: National Post

Vancouver and Prince Rupert move huge cargo volumes with almost no outbound checks, a new report warns, and no single agency owns port security. Canada barely checks cargo leaving its Pacific ports, a gap a new report says traffickers exploit to ship methamphetamine to Australia by the tonne. The paper, released by the Frontier Centre for Public Policy, argues that Vancouver and Prince Rupert move enormous volumes of cargo with little of it meaningfully checked and that no single agency is responsible for closing the gap. "Traffickers treat inspection risk as negligible and build their business model around the odds," Scott McGregor, a senior adviser with the Council for Countering Hybrid Warfare, wrote in his recent paper.
Report says traffickers exploit inspection gap at Canada's Pacific ports, July 6, 2026, www.nationalpost.ca

US/WORLD

Ocean Surface Temperatures Are Setting New Records Again



Source: Maritime-Executive

Amidst a record-setting summer heat wave in Europe, the EU-sponsored Copernicus Marine Service has released a familiar message: a new record global sea surface temperature, making 2026 the third year in the last four that this threshold has been passed. The incremental difference is small, about 0.1 degrees C over the previous records for the date of June 21, and it was expected. With El Nino conditions arriving in the Pacific, and high heat events observed in other ocean basins, the average was predicted to rise - and more daily records are expected in the weeks to come.
Ocean Surface Temperatures Are Setting New Records Again, July 2, 2026, www.maritime-executive.com

Hormuz in the rearview as Asia-US ocean container rates soar past $7,900

The container shipping market is being driven by geopolitics, rates, and network reshuffling, but freight-rate volatility and adjustments by carriers to protect schedules and pricing has supplanted Middle East disruptions as top-level concerns. Asia-U.S. West Coast prices increased 8% to $6,175 per forty foot equivalent unit (FEU), according to Freightos, a data contributor to *SONAR* ocean market data. Prices for Asia-U.S. East Coast transportation also rose 8%, to $7,998 per FEU.
Hormuz in the rearview as Asia-US ocean container rates soar past $7,900, July 2, 2026, www.freightwaves.com

NVOCCs, Customs Brokers, Freight Forwarders, and Warehouse Operators

Source: Freightwaves

On May 22, 2026, the United States Supreme Court handed down a unanimous decision in Montgomery v. Caribe Transport II that removed a legal shield freight brokers have relied on for decades. Eleven days later, a White House Executive Order extended compliance obligations across the entire logistics chain — targeting forced labor, misclassification, undervaluation, and illegal transshipment with criminal enforcement authority. These two events did not create new problems. They exposed problems that already existed and handed plaintiffs' attorneys and federal prosecutors the tools to act on them. The question every logistics operator should be asking right now is not whether they are compliant. It is whether they can prove it — cryptographically, at every handoff, in real time, in a format that holds up in federal court.
NVOCCs, Customs Brokers, Freight Forwarders, and Warehouse Operators, July 2, 2026, www.freightwaves.com

Panama Canal Plans Two More Decreases in Neopanamax Draft Levels

Source: Maritime-Executive

After taking what was called a preemptive step in June 2026 to lower the maximum drafts of vessels, the Panama Canal Authority announced it will step down the draft levels in two stages in July 2026 and August 2026. It is attempting to plan and manage water levels as forecasters continue to expect one of the most severe El Niños in recent years. In an announcement dated July 1, 2026, the Panama Canal Authority reports the steps are part of a water management strategy. It says it is closely monitoring water levels in Gatun Lake, which is the primary reservoir of the canal's operations. The maximum draft for the largest vessels, which transit the Neopanamax locks, will be lowered another half a foot on July 24, 2026 to 49 feet. It further anticipates lowering the draft another half a foot on August 15, 2026 to 48.5 feet. It is falling from the normal 50-foot draft, which had been maintained this spring.
Panama Canal Plans Two More Decreases in Neopanamax Draft Levels, July 6, 2026, www.maritime-executive.com

DP World Acquires Containership to Expand Indian Coastal Shipping

Source: Maritime-Executive

DP World has become the latest carrier to buy and transfer a containership into the Indian register to expand its coastal service and meet India's cabotage regulations. The company announced the launch of its newly acquired vessel, *DP World Indus* (45,500 dwt), adding to its operation of 10 dedicated vessels serving 14 ports in India. The company took ownership of the 2012-built vessel, which had been operating as the *CUL Jakarta* and was registered in Liberia. The ship, which measures 211 meters (692 feet), was renamed in April 2026 and transferred to the Indian Registry of Shipping. It has a capacity of 2,750 TEU.
DP World Acquires Containership to Expand Indian Coastal Shipping, July 7, 2026, www.maritime-executive.com

U.S. Imports Expected to Set New Record Ahead of Tariffs and Cost Increases

Source: Maritime-Executive

Import levels into the United States are running at record levels as U.S. retailers and manufacturers rush to get goods into the ports ahead of expected tariffs and cost increases. Volumes at U.S. ports are at levels last seen in May 2022, when the economy was rebounding from the COVID-19 pandemic. Volumes topped 2.4 million TEU in June 2026, according to data from Descartes Systems Group, a supply chain technology provider. It reports a better than eight percent increase versus a year ago, when volumes were depressed by uncertainties over the implementation of Trump's tariff policies. Descartes reported a better than 27 percent year-over-year surge to more than 814,000 TEU coming from China.
U.S. Imports Expected to Set New Record Ahead of Tariffs and Cost Increases, July 8, 2026, www.maritime-executive.com

2M+ import containers to set new record, say retailers

Import volume at the nation's major container ports is forecast to hit a new all-time record this month, driven by retailers stocking up ahead of expected tariff increases, a retail trade group says. "This year's early peak season is expected to continue through July as retailers and other importers prepare for potentially higher tariffs beginning in August and other trade uncertainties," NRF Vice President for Supply Chain and Customs Policy Jonathan Gold said in a release. The ongoing conflict in Iran is stoking supply chain impacts, Gold said, testing consumer resilience. "Despite ongoing economic headwinds, consumers are continuing to spend, but affordability is a key factor affecting their spending habits," he said.
2M+ import containers to set new record, say retailers, July 9, 2026, www.freightwaves.com

Oil tanker traffic through Hormuz at near standstill as attacks strain Iran truce

Source: AJOT

Oil tanker traffic through the Strait of Hormuz was at a near standstill on Thursday, July 9, 2026 according to data and sources, as shipping risks escalated after the U.S. renewed airstrikes on Iran, triggering retaliation by Tehran in the Gulf. Just two tankers had so far sailed through the strait in the early hours of Thursday. They included the crude supertanker Berg 1, which had loaded at Iran's Kharg Island and is subject to U.S. sanctions, according to analysis from Kpler. The Marshall Islands-flagged chemical tanker Well Sail, also transited the strait, Kpler analysis showed. Its previous loading destination was near Sharjah in the United Arab Emirates, according to LSEG ship tracking data. Shipping industry sources said vessels were increasingly switching off their public AIS tracking transponders, making it harder to see all of the ships crossing. "Tanker traffic through the Strait of Hormuz has essentially stopped, which tells you more about risk perception right now than any statement from Washington or Tehran," Jorge Leon, head of geopolitical analysis at Rystad Energy, wrote in a report. Latest flare-up leaves U.S.-Iran truce teetering. Iranian armed forces launched attacks on U.S. military infrastructure in neighbouring Gulf states on Thursday, July 9, 2026 in response to U.S. strikes on Iran's southern coastal and eastern provinces, putting further strain on a three-week-old truce. The latest flare-up in the four-month conflict began earlier this week with attacks on three tankers in the strait that the U.S. blamed on Tehran. U.S. then retaliated and the truce has ceased.

Oil tanker traffic through Hormuz at near standstill as attacks strain Iran truce, July 9, 2026, www.ajot.com

CANADA

The Joy Smith Foundation and OTA Partner to Address Forced Labour in Ontario's Trucking Industry

Source: Ontruck

The Joy Smith Foundation and the Ontario Trucking Association (OTA) are working together to bring additional focus and attention to the issue of forced labour and human trafficking in the trucking industry by developing tools that will go further than ever in eliminating its presence. Human trafficking is one of the most harmful and hidden violations of human rights and, unfortunately, it's alive and thriving in the trucking industry, manifesting itself as forced labour. "It's real, it's destructive on so many levels, and it needs to end," says Mark Bylsma, OTA Chair. "The Joy Smith Foundation has done tremendous work to ensure Canadians know the signs of forced labour and understand how to take action. OTA stands in solidarity with their efforts to eliminate forced labour in the Ontario trucking industry and we look forward to supporting this project."
The Joy Smith Foundation and OTA Partner to Address Forced Labour in Ontario's Trucking Industry, July 6, 2026, www.ontruck.ca

New G&M Investigation Echoes OTA Warnings Over Labour Abuse and Lawlessness in Trucking

Source: Ontruck

The Globe and Mail on July 9, 2026 published another definitive investigation into the dark underbelly of the trucking industry – this time releasing an expose detailing rampant labour abuse and temporary foreign worker (TFP) program fraud by problematic carriers who exploit Canada's fragmented regulatory system to evade oversight and compliance. The report is a sobering continuation of last month's coverage detailing the blight of Driver Inc and its correlation to mounting wage theft, exploitation and safety lapses across the trucking industry. Today's report once again echoes many of the concerns raised for a decade by OTA and the Canadian Trucking Alliance (CTA) about the rapidly eroding oversight system in Ontario and other parts of Canada, poor information-sharing between governments nation-wide; and shoddy enforcement in many provinces.
New G&M Investigation Echoes OTA Warnings Over Labour Abuse and Lawlessness in Trucking, July 9, 2026, www.ontruck.ca

Quebec to require road tests for some Ontario-trained Class 1 drivers

Source: Truck News

The Quebec government has introduced new measures aimed at improving heavy truck safety, including mandatory road tests for some Ontario commercial drivers seeking to exchange their Class 1 licenses for Quebec equivalents. Transport Minister Benoit Charette announced that, effective immediately, the Société de l'assurance automobile du Québec (SAAQ) will require Ontario drivers with less than 24 months of Class 1 experience to pass a practical road test before receiving a Quebec Class 1 license. Drivers who fail the test twice will be required to complete Quebec's mandatory Class 1 training program. The temporary measure follows a May 12 report from Ontario's auditor general that identified weaknesses in the province's commercial driver training and licensing system and called for stronger oversight to ensure drivers are properly qualified.

Quebec to require road tests for some Ontario-trained Class 1 drivers, July 9, 2026. www.trucknews.com

US/WORLD

FedEx's $1.4B Supply Chain Sale Triples CEVA's North American Scale

CMA CGM has agreed to purchase FedEx Supply Chain for $1.4 billion, a deal set to nearly triple the North American footprint of CEVA Logistics, the shipping group's logistics arm. The acquisition is expected to close later this year, pending regulatory approval. It also comes bundled with a commercial agreement that keeps FedEx and CMA CGM partnered for years to come. The deal folds FedEx Supply Chain's roughly 10,000 employees and its physical network into CEVA. Combined, the two operations would run roughly 150 warehouses across more than 240 locations in North America, with a workforce of about 20,000. This will position CEVA to go head-to-head with the largest contract logistics providers in the region. Pre-acquisition, CEVA already runs 1,000 warehouses. The company handled 15 million shipments globally last year, according to CMA CGM.

FedEx's $1.4B Supply Chain Sale Triples CEVA's North American Scale, July 2, 2026, www.inboundlogistics.ca

DHL Group raises earnings forecast after pre-tax income jumps 29%

Source: Freightwaves

DHL Group on July 7, 2026 raised its full-year earnings outlook after posting strong preliminary results for the 2026 second quarter, including 10% growth in revenue and a 29% gain in pre-tax income. The Germany-based integrated parcel logistics company said it saw positive demand compared to the same 2025 quarter, which was impacted by tariffs and other trade policy shifts, and continued savings from its Fit for Growth efficiency campaign. DHL's (XETRA: DHL) 2026 earnings before interest and taxes is now expected to exceed 6.5 billion euros compared to the previous guidance of 6.2 billion euros (equivalent to $7.43 billion vs. $7.1 billion), assuming geopolitical conditions in the Middle East and elsewhere don't worsen. DHL said revenue increased by more than 10% year over year and that EBIT reached $2.1 billion. The express division was a major factor for the good results.

DHL Group raises earnings forecast after pre-tax income jumps 29%, July 7, 2026, www.freightwaves.com

Safer cars, safer roads: New rules take effect

Source: Europa

European roads are among the safest in the world, but the number of deaths and injuries from road accidents is still too high. Thanks to the EU's General Safety Regulation, many safety systems have already been mandatory for all newly registered cars and vans since 2024. Starting on 7 July 2026, these vehicles will now be subject to even more advanced safety requirements. All new passenger cars and vans across the EU must now have these life-saving systems: 1. Advanced emergency brake detecting pedestrians and cyclists; 2. Advanced driver distraction warning system to keep drivers focused; 3. Better forward vision; 4. New tests for worn tyres to ensure safer performance; and 5. Expanded safety glass area to protect pedestrians during accidents. Manufacturers were given more time to develop these more technically demanding features, which is why the legislation was rolled out in multiple phases. The long-term EU goal is to move as close as possible to zero fatalities in road transport by 2050, which it calls Vision Zero. These new mandatory requirements will help the EU achieve this. Moreover, they will help to better protect pedestrians and cyclists, address crashes caused by driver distraction, and encourage widespread adoption of advanced driver-assistance systems.

Safer cars, safer roads: New rules take effect, July 8, 2026, www.europa.eu

CANADA

TMX 2? Trans Mountain 3? West Coast Pipeline to parallel existing Trans Mountain route, foregoing northern ports

Source: Pipelineonline

A new West Coast Pipeline project was announced on July 2, and it's a redux of the Trans Mountain Expansion – the one that was supposed to cost $7.5 billion and came in closer to $34 billion. Prime Minister Mark Carney and Alberta Premier Danielle Smith made the announcement in Calgary, where Smith submitted the province's proposal for the project to the Major Projects Office, seeking a Project of National Interest Listing under the Building Canada Act. The pipeline is expected to "transport more than one million barrels of oil per day to Canada's west coast and strengthen access to growing Asian markets, helping meet Alberta's goal to double its oil production to eight million barrels per day over the next 10 years," according to the Government of Alberta press release. While previous indications, from Alberta at least, heavily favoured a route to northern British Columbia, with a terminus at either Prince Rupert or Kitimat, the southern route, again to the Lower Mainland, prevailed. Most of the Trans Mountain Expansion (TMX) route will be followed, except in the Lower Mainland. Instead of terminating at the Westridge Terminal in Burnaby, which has notable restrictions on the size of tankers, this new pipeline will end at Roberts Bank, at the extreme southwest corner of the mainland. This new site will allow supertankers, known more formally as very large crude carriers (VLCC) to load. However, it will be notably more distant from Asian markets than Prince Rupert or Kitimat.

Ironically, Roberts Bank is also the main coal export terminal.

TMX 2? Trans Mountain 3? West Coast Pipeline to parallel existing Trans Mountain route, foregoing northern ports, July 3, 2026, *www.pipelineonline.ca*

Moe on how West Coast Pipeline impacts Saskatchewan, and how it is related to our nuclear power ambitions

What does the newly proposed West Coast Pipeline mean for Saskatchewan? It's more than just oil, as movement on the new pipeline and associated agreements between the federal government and Alberta as well as British Columbia could lead to similar agreement with Saskatchewan which factors in our nuclear power generation aspirations. That's according to Premier Scott Moe, who spoke to Pipeline Online about that on July 3, 2026. Calling the West Coast Pipeline positive, he said, "We have to, in the case of the West Coast, get additional barrels to likely largely Asian countries. It's good

not only for the increase in volume that we want to achieve in Canada and Saskatchewan and Alberta specifically, but it's also good for reducing the basis, to some degree, because we also, alongside, need to be providing existing and additional barrels to the United States of America as well." He said, "It provides us an opportunity from an egress perspective to actually increase barrels of oil not only in the western side of the province, but down the west side, and across the southern portion of Saskatchewan, to free up some of that capacity for barrels that are heading to the United States of America, as well as any additional capacity that's heading to the US Saskatchewan to be able to capitalize on as well.
Moe on how West Coast Pipeline impacts Saskatchewan, and how it is related to our nuclear power ambitions, July 6, 2026, www.pipelineonline.ca

Ontario and Alberta pitch 'nation-building' pipeline to move Canadian oil coast-to-coast

The province has unveiled the proposed route for the Northern Shield Energy Corridor, a west-to-east crude oil pipeline project that would stretch roughly 3,300 kilometres from Hardisty, Alberta, to Sarnia, Ontario. The announcement was made Monday, July 6, 2026 in Calgary by Ontario Premier Doug Ford and Alberta Premier Danielle Smith, who framed the corridor as a historic infrastructure project designed to reduce Canada's reliance on foreign oil imports and strengthen domestic supply chains. The proposed corridor would move an estimated 500,000 barrels of oil per day, with the potential to expand to 800,000 barrels per day for domestic use and export markets. The route would terminate in Sarnia, Ont., home to major refining capacity and existing energy and shipping infrastructure. "It's a win-win-win," said Ford. "A win for Ontario, a win for Alberta and a win for all of Canada." Ontario is also exploring potential pipeline extensions to new and existing ports, including a possible link to the Port of Churchill, in partnership with Manitoba and the Manitoba-Crown Indigenous Corporation. Officials say these extensions could open new tidewater access points for Canadian oil to reach global markets. Ford said the corridor is central to protecting Canadian workers and strengthening the national economy.
Ontario and Alberta pitch 'nation-building' pipeline to move Canadian oil coast-to-coast, July 7, 2026, www.citynews.ca

Digging deep: Smith and Ford announce Northern Shield Energy Corridor pipeline

Source: Pipelineonline

Two years ago at the Lloydminster Heavy Oil Show, Alberta Premier Danielle Smith spoke of new export pipelines in several directions, most likely following existing rights-of-way as opposed to new ones. On July 6, 2026, she announced the third such project, along with Ontario Premier Doug Ford. The entire purpose of these pipelines is to accommodate the doubling of Alberta oil production. The latest announcement, less than a week after an announcement of a new West Coast Pipeline project, heads east, with the purpose of servicing the Ontario market. While not discussed in the press release, Michigan has been working for years towards trying to shut down Enbridge's Line 5 across the Strait of Mackinac, before any potential catastrophic pipeline failure could occur along the lake bottom of the Great Lakes. If Michigan ever does succeed in shutting down Line 5, Ontario could literally find itself "freezing in the dark."
Digging deep: Smith and Ford announce Northern Shield Energy Corridor pipeline, July 7, 2026, www.pipelineonline.ca

A look at defunct past pipeline pitches and their recent revivals

Pipeline proposals long considered dead and buried are coming back from the grave — sort of. Past plans to send oilsands crude east, west and south are being revived with different branding, proponents and routes. And, at least in the first two cases, the efforts are being driven by politicians rather than the private sector. Here is a look at defunct projects of yore and their resurrected versions: In the East, Ontario Premier Doug Ford said Monday of a plan to send an initial 500,000 barrels of crude 3,300 kilometres from Hardisty, Alta., to refineries in Sarnia, Ont. In the West, Northern Shield was announced four days after Alberta filed its application to the federal major projects office for

a new pipeline to the West Coast. Alberta Premier Danielle Smith had said last year that she wanted to see the pipeline go to a northern B.C. port, the shortest tanker distance to Asia. In the end, though, Ottawa said it would keep its ban on loading oil tankers in north coast waters and Alberta instead proposed a southern route, largely following the existing Trans Mountain pipeline. In the South, South Bow Corp., which spun off from TC Energy in 2024, said it had moved on from the contentious Keystone XL proposal, but that it would "continue to explore opportunities that leverage our existing corridor." Past controversies on the subject are provided in the article.
A look at defunct past pipeline pitches and their recent revivals, July9, 2026, www.joc.com

Trans Mountain reaches toll settlement with oil shippers after prolonged negotiations

Source: Pipelineonline

Trans Mountain Corp. says it has reached a settlement agreement on tolls customers pay to use the Trans Mountain Pipeline. The Crown corporation said Tuesday, July 7, 2026 that it had filed a negotiated settlement with the Canada Energy Regulator that, if approved, would establish a long-term framework for tolls and services and more. It said the settlement would also increase the level of firm capacity on the system from 80 per cent to 90 per cent of nominal pipeline capacity. Trans Mountain said the settlement came after 18 months of extensive engagement and negotiations with shippers. "This long-term framework provides greater certainty and predictability for customers and stakeholders while supporting Trans Mountain in connecting Canadian crude oil to global markets," CEO Mark Maki said in a news release. Trans Mountain said it requested that the Canada Energy Regulator approve the settlement by Oct. 1 to support the implementation of the new framework by Jan. 1, 2027. The Calgary-based company said the framework includes tolls for 15- and 20-year transportation service agreements, along with opportunities for firm shippers to extend contracts.
Trans Mountain reaches toll settlement with oil shippers after prolonged negotiations, July 9, 2026, www.onlinepipeline.ca

CANADA

Canadian international merchandise trade, May 2026

Source: Statcan

In May 2026, Canada's merchandise exports increased 0.9%, while imports edged down 0.2%. As a result, Canada's merchandise trade surplus with the world widened from $3.4 billion in April to $4.2 billion in May 2026. This was the third consecutive month with a trade surplus for Canada. Some of the noticeable factors were: exports to the US continue to increase for the fourth consecutive month, gold imports fall in May 2026 and exports to other countries decline for the second consecutive month
Canadian international merchandise trade, May 2026, July 7, 2026, www.statcan.gc.ca

Canadian international trade in services, May 2026

Source: Statcan

Canada's international imports of services increased 2.0% to $21.2 billion in May 2026, and its exports of services increased 0.9% to $20.8 billion. As a result, Canada's monthly international trade in services deficit widened from $0.2 billion in April to $0.5 billion in May 2026. The increase in services imports in May 2026 was driven by transportation services imports, which rose 5.1% to reach $4.1 billion, as services related to the marine transportation of goods rose. Commercial services imports (+1.0%) and travel services imports (+1.9%) also increased in the month.
Canadian international trade in services, May 2026, July 7, 2026, www.statcan.gc.ca

Study: Feeling the heat: More than half of Canadians are highly concerned about climate change

In 2025, over (53%) half of Canadians were "very" or "extremely" concerned about climate change, and almost one-third (30%) of Canadians felt stressed about climate change at least once a month. These results are from a new article released on July 8, 2026, entitled

"Feeling the heat: More than half of Canadians are highly concerned about climate change." This article uses data from the Canadian Social Survey (CSS) which, for the first time, included questions about people's views on climate change. The study examines which groups of Canadians are more likely to express concern about climate change, to believe in its effects, and to take action to attempt to reduce their impact on the environment.
Study: Feeling the heat: More than half of Canadians are highly concerned about climate change, July 8, 2026, www.statcan.gc.ca

US/WORLD

Trump's Transportation Secretary Sean P. Duffy Invests $1.73 Billion in Infrastructure Across America Supporting Jobs and Big, Beautiful Projects

Source: DOT

U.S. Transportation Secretary Sean P. Duffy on July 7, 2026 announced an investment of $1.73 billion into 127 projects in 52 states, territories and the District of Columbia. From Alaska to Florida and Maine to Hawaii, the Trump Administration is delivering critical roadway, transit, rail, maritime, and aviation infrastructure improvements for American families and businesses.
Trump's Transportation Secretary Sean P. Duffy Invests $1.73 Billion in Infrastructure Across America Supporting Jobs and Big, Beautiful Projects, July 7, 2026, www.dot.gov

Asian nations are building new trading zones to deflect the Trump tariff impact

Source: AJOT

Thanks to the imposition of Trump administration tariffs, Asian nations are investing more in new trade blocs that include China, Canada, Australia, Japan, and Vietnam, who are joining in one or both of the Asia-Pacific trade blocs launched in recent years: the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) and the Regional Comprehensive Economic Partnership (RCEP). According to a Nikkei Asia report, Vietnamese seafood exporters, for example, see these pacts as "an assurance of relative predictability and preferential market access more attractive than what the U.S. now offers. Other industries across Asia are also finding CPTPP and RCEP useful cushions against the vagaries of Trump's trade policies and the disruptive side effects of his military campaign against Iran," although the report adds that "the agreements' net economic impact so far appears limited."
Asian nations are building new trading zones to deflect the Trump tariff impact, July 8, 2026, www.ajot.com

Canada says there's no basis for Trump's forced labor tariffs

The Canadian government told the Trump administration that new legislation combating forced labor in supply chains should shield Canada from new tariffs. In a written submission to the United States Trade Representative's office, the Government of Canada said it "remains committed to working closely with the United States to eradicate forced labor from global supply chains." "In light of Canada's existing prohibition, complementary supply chain transparency measures, newly introduced standalone forced labor import legislation and continued commitment to Canada-U.S. co-operation, Canada respectfully submits that there is no basis for the imposition of additional Section 301 duties on Canadian goods," the government said in its submission.

Canada says there's no basis for Trump's forced labor tariffs, July 8, 2026, www.trucknews.com

The May 2026 Freight Transportation Services Index (TSI) Fell 1.3% from April 2026 and Fell 0.3% from May 2025

Source: BTS

The Freight Transportation Services Index (TSI), fell 1.3% in May 2026 from April 2026, falling for the second consecutive month, according to the U.S. Department of Transportation Bureau of Transportation Statistics (BTS). From May 2025 to May 2026 the index fell 0.3%. The Freight TSI measures the amount of freight carried by the for-hire transportation industry.
The May 2026 Freight Transportation Services Index (TSI) Fell 1.3% from April 2026 and Fell 0.3% from May 2025, July 9, 2026, www.bts.gov

Other CILT News

Events

CCALS, CILTNA and Longwood University are hosting the 2026 Next-Gen Smart Logistics & Supply Chain Conference on October 22-23, 2026 at Longwood University, Farmville, VA, USA.

We are currently having a call for submissions for the event with a deadline of July 15, 2026.

The conference welcomes diverse forms of participation to encourage engagement from academic researchers, industry professionals, policymakers, and students.

Why Present?

- Recognition and Awards: Best Presentation Award for each track.
- Share your expertise with a highly engaged audience of logistics professionals, researchers, and policymakers.
- Position yourself and your organization as a thought leader in AI-driven logistics innovation.
- Network with decision-makers shaping the future of freight movement in North America and globally.
- Influence industry adoption of cutting-edge AI and analytics solutions.

Key Dates for Presenters

- Submission Deadline: July 15, 2026
- Review Period: July 16 – August 10, 2026
- Notification of Acceptance: August 15, 2026
- Final Materials Due: September 10, 2026
- Preliminary Program Release: September 15, 2026

Submission templates
Download this template to use for **full paper** submissions.
Download this template to use for **abstract** submissions.

To submit your work, please fill out the Google Form link HERE.

NOTE: You must sign into your Google account to use the application form. Apply by July 15, 2026.

Registration to attend the conference will be coming soon!

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

* Entry-Level Project Management Specialist, Boeing, Seattle, WA, USA

At Boeing, we innovate and collaborate to make the world a better place. We're committed to fostering an environment for every teammate that's welcoming, respectful and inclusive, with great opportunity for professional growth. Find your future with us.

Boeing Global Services (BGS) Maintenance, Repair, and Overhaul team is seeking an Entry Level Procurement Agent to join the Supplier Management team in Seattle, WA.

The selected candidate will play a critical role in managing repair lifecycles, supplier relationships, and project managing all aspects of their performance, blending strategic thinking with execution.

Position Responsibilities:

- Assist in continuous review of supply and demand, schedules, supplier quality, delivery and financial performance
- Follows Boeing procurement processes to issue purchase orders to suppliers for parts and services
- Gathers data and contributes to supplier performance evaluation and performance improvement plans while conducting risk and issues assessments
- Supports pricing and lead-time negotiations for maintenance, repair, and overhaul services
- Collaboration with other internal teams to gain process efficiencies and meet the needs of our internal and external customers' requirements

Basic Qualifications (Required Skills/Experience):

- Experience in a supply chain related role
- Experience with Microsoft Office Products like Outlook, PowerPoint, Excel, and Word
- Experience, skill, and ability to: collect, organize, synthesize, and analyze data
- Experience working with multiple internal stakeholders and suppliers

Preferred Qualifications (Desired Skills/Experience):

- Bachelor's degree or higher in Supply Chain Management, Business or related field
- 2+ years of experience in Supply Chain, Procurement, Planning and other related fields
- 2+ years of experience analyzing data
- Communication skills and customer focus are critical to be successful in the role
- Experience negotiating pricing and contract terms and conditions
- Possess strong business acumen and problem-solving skills

To apply, please visit: https://www.linkedin.com/jobs/view/4435389381

* 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

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