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Ocean Updates

MSC and Maersk Unwind Transatlantic Fleets as Rates Hit New Low

The unravelling of MSC and Maersk's 2M vessel-sharing alliance (VSA) fleet is continuing ahead of the termination of the east-west trades cooperation, slated for early 2025.

Alphaliner said the 2M partners were "increasingly moving away from services run with a mixed fleet of vessels."

The consultant said the embattled transatlantic tradelane was the latest 2M route to be split into services operated individually by the partners, thereby making the dissolution of the alliance smoother, and allowing the VSA to be ended by mutual consent earlier than planned.

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

Rail and Truck Updates

CN Announces New Intermodal Service to Port of Gulfport

CN has signed a memorandum of understanding (MOU) with the Mississippi State Port Authority at Gulfport and Ports America establishing a new intermodal service. The trial run of the service will launch in the coming weeks.

The goals of the MOU include identification and development of a best-practices vision through productivity improvements for the supply chain, and collaboration in implementing those supply chain improvements to leverage and increase market share.

Read more in a [press release from CN](#).

Canadian Business/Government

New Canadian Dangerous Goods Site Registration Requirements

In the October 6, 2023, Canada Gazette are details on site registration requirements for those who import, offer for transport, handle or transport dangerous goods at a site located in Canada that they own or operate. A “site” is defined as a permanent location where dangerous goods are imported, offered for transport, handled or transported and in the direct possession of a person conducting these activities.

For the freight forwarding industry, if the person offering for transport is never in direct possession of the dangerous goods, this person will not be required to register.

This regulation comes into force October 6, 2024, and registration of the site will need to be completed annually on the Transport Canada website. Required information includes:

- the Canada Revenue Agency (CRA) business number, if any;
- the company name and address of its headquarters;
- the phone numbers and email addresses of both a contact person and that person's replacement when absent;
- the addresses of all sites where dangerous goods are imported, offered for transport, handled or transported;
- the mode of transport of dangerous goods used at each site;

- for each site, the classes and divisions of dangerous goods that were imported, offered for transport, handled or transported within the previous fiscal year, if any; and
- for each site, the importing, offering for transport, handling or transporting activities that were undertaken in the previous fiscal year, if any.

The registration website is not active at the time of this eBulletin.

Customs Notice 23-26: Elimination of ACROSS Service Options (SO) 257 (EDI RMD) and 117 (Paper PARS)

On April 15, 2024, the ACROSS Service Options (SO) 257 (EDI RMD) and 117 (Paper PARS) will be decommissioned and no longer in service. This change will not require external commercial clients to upgrade their existing systems.

Brokers and importers are encouraged to use SO 911 (Integrated Import Declaration) to obtain release of goods and stop using SO 257 (EDI RMD) and 117 (Paper PARS) as soon as possible to ensure a successful transition.

Find more details in [Customs Notice 23-26](#).

International Business/Government

Chinese Imports Rise in October While Exports Fall for Sixth Straight Month

China's imports rose in October while exports fell for a sixth straight month compared with a year earlier in the latest evidence the world's second largest economy remains in the doldrums.

Customs data released Tuesday showed imports climbed 3% from a year earlier to \$218.3 billion, while exports fell 6.4% to \$274.8 billion. The trade surplus of \$56.5 billion was down more than 30% from \$77.7 billion in September and was a 17-month low.

Read more in an [article from Associated Press](#).

Sustainability

Oldendorff and MIT Find Fuel Degradation in Study of Advanced Biofuel

With an increasing exploration of biofuel across many sectors of the shipping industry and the emergence of new second-generation advanced biofuels, Oldendorff Carriers commissioned a study looking at the stability and potential for degradation of biofuel. Working with the Massachusetts Institute of Technology (MIT), they launched a study of the long-term stability of advanced biofuel (B20 blend) as a follow-on to a previous study of using biofuels to reduce emissions. They are now reporting that exposure to air, water and light contributed significantly to fuel degradation in the advanced blends.

Oldendorff highlights in its summary of the results concerns identified regarding microbial contamination and oxidative degradation. The study looked at the fuels over a one-year time frame and highlights steps to be taken as the use of the fuel expands to address the degradation, as well as positive issues such as no sediment formation or water increase over time.

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