

CANADA Daily News and Updates April 9th 2024

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Ocean Updates

Houthis Claim Long-Distance Attacks on Three Boxships

On Sunday, a spokesman for Yemen's Houthi rebels claimed that the group had attacked three more container ships, including one that appears to have been no closer than 700 nm away from the group's territory.

In a statement, spokesman Yahya Saree said that, within the last 72 hours, Houthi forces had carried out attacks on the merchant ships *Hope Island*, *MSC Grace F* and *MSC Gina*.

He described the *Hope Island* as British, and the MSC vessels as Israeli; none have clear management links to Britain or Israel, based on their Equasis records, but the Houthis have previously targeted MSC ships.

Saree claimed that *MSC Grace F* and *MSC Gina* were hundreds of miles from Yemen in the Indian Ocean and the Arabian Sea at the time of the attacks. The group has previously threatened to extend its geographic reach, though whether it has the technical ability to do so is unclear.

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

MSC Faces \$63-Million Penalty in U.S. Regulatory Dispute

Mediterranean Shipping Co. (MSC) is looking at a potential \$63-million fine in the U.S. for alleged violations of the Shipping Act, encompassing thousands of contested charges directed at various clients.

The U.S. Federal Maritime Commission's (FMC) Bureau of Enforcement, Investigations and Compliance has accused the world's largest liner of charging excessive late fees on non-operating reefers and billing companies that were not originally part of the contractual agreement.

In its case brought to the regulator's administrative law judge, Alex Chintella, the Office of Enforcement alleged MSC knowingly and willfully employed unreasonable and unfair practices that did not promote or "ensure an efficient, competitive and economical transportation system in the ocean commerce of the United States."

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

Truck Updates

Fuel Costs Show Why Trucking Market Is So Challenging for Providers

Retail diesel fuel costs are up 33% versus April 2019, while the National Truckload Index that measures all-in spot rates shows an increase of only 16% over the same time. The implication is that carriers are in a far worse position on the spot market than they were in 2019 as they are unable to fully pass along operating costs.

Fuel is just one of many trucking operating cost inputs that have inflated dramatically over the past five years, but it is one of the largest measurable costs that are relatively homogenous across the national carrier base. It is also a glaring example of how desperate the truckload spot market has become.

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

Customs Regulatory

Update on ICS2 EU Customs Advanced Filing: Hapag-Lloyd

Hapag-Lloyd shared the following details related to the EU ICS2 Release 3, which will go live on June 3.

Economic operators carrying goods by sea will connect to ICS2 during their dedicated time-limited deployment window between June 3, 2024 and September 1, 2025. Hapag-Lloyd will start lodging entry summary declarations (ENS) into ICS2 from September 2024.

Some of most relevant changes compared with ICS1 are the implementation of house-level data filing and the EU Customs request on information about the buyer and seller of the cargo. Hapag-Lloyd has confirmed that it will offer its customers data logging on their behalf provided that all relevant data elements are shared in advance.

For freight forwarders who intend to arrange their own house level filing in the future, keep in mind that the deployment window will start on December 4, 2024 and will end on April 1, 2025.

The new data elements are:

- Six-digit HS code plus a complete and accurate cargo description
- CUS code for harmless and DG chemicals (if included in ECICS/European Customs Inventory of Chemical Substances)
- UCR number (if available)
- EORI of the consignee established in the EU (if an EORI was assigned to this party)
- EORI of the supplementary declarant (self-filer)
- Buyer and seller data is required for all cargo destined to the EU, not only for house B/Ls but also for straight B/Ls
- House level data (also required for FROB cargo with a destination outside the EU or EU goods if they were on board the vessel during a port call outside the EU)