

CANADA Daily News and Updates May 22nd 2025

Air Updates

- Air Cargo Market awaits impact of tariffs and de minimis changes

Ocean Updates

- No container tsunami heading to Los Angeles, says port chief
- New Study Sheds Light on Urgent Workforce Gaps in Canada's Marine Sector

Air Updates

Air Cargo Market awaits impact of tariffs and de minimis changes

Global air cargo volumes grew +4% year-on-year in April but with today's removal of the de minimis threshold for shipments from China into the United States expected to dramatically disrupt e-commerce volumes in the coming weeks and massive uncertainty hanging over the macroeconomic outlook, the question for the air cargo market in 2025 has become 'how bad will it be?', according to industry analysts Xeneta

Global air cargo volumes grew +4% year-on-year in April but with the removal of the de minimis threshold for shipments from China into the United States expected to dramatically disrupt e-commerce volumes in the coming weeks and massive uncertainty hanging over the macroeconomic outlook, the question for the air cargo market in 2025 has become 'how bad will it be?', according to industry analysts Xeneta.

Over the past 10 years, US consumers have paid no duty on shipments valued at \$800 or less, causing the volume of cross-border packages into the US to soar to some 1.35bn annually. Similar (but lower) exemptions exist in other countries. From today (May 2), however, low-value products sourced from China and Hong Kong into the US will now be subject to 145% new tariffs, with products sourced from postal services paying a different 120% duty on the value of the goods or a \$100 flat fee, rising to \$200 on June 1.

Approximately 50% of air cargo shipments on the China–US route is e-commerce, accounting for around 6% of global volumes. A sharp drop in demand is likely to challenge carriers' capacity planning, with early signs already pointing to freighter flight cancellations and potential redeployments to other trade lanes.

One of China's e-commerce behemoths, Temu, has already responded by dramatically reducing its advertising spend in the US, but the outlook for global air cargo – so dependent on e-commerce income for the last 2-3 years since covid – extends far beyond the US border, says Niall van de Wouw, Xeneta's Chief Airfreight Officer. Download the April Economics Briefing [here](#).

Ocean Updates

No container tsunami heading to Los Angeles, says port chief

The head of the busiest U.S. container port doesn't expect a big jump in import shipments during the pause in China tariffs.

"Next we will see an uptick in [vessel] bookings from China, but I don't see a huge surge that will impact the Port of Los Angeles," said port Executive Director Gene Seroka, in a monthly media briefing. "Probably less than the 30% that we had during the 'peak of the peak' of COVID.

"From all the stakeholders we talk with and all the data we review, we are seeing bookings pick up at Asia ports. But prices are still very much elevated, leading retailers, manufacturers and other importers to carefully evaluate their strategies."

Representatives from China and the U.S. on May 12 agreed to temporarily pause reciprocal tariffs for 90 days, slashing the levies on Chinese goods from 145% to 30%. Read more [here](#).

New Study Sheds Light on Urgent Workforce Gaps in Canada's Marine Sector

The Canadian Marine Careers Foundation (CMCF) has announced the release of the Canadian Seafarers Pathway Study, a first of its kind comprehensive report revealing critical labour and skills shortages in the country's marine transportation sector. The study identifies a pressing need to attract and train new talent, with domestic vessel operators needing to hire 8,300 new workers to meet industry demand and replace retirees by 2029 —the equivalent of more than 30% of its current workforce.

Without significant changes, Canada's marine training system will not be able to meet labour demands, and the study provides a roadmap of evidence-based recommendations designed to help guide the CMCF and the sector in developing and implementing strategies to ensure the marine sector's future viability.

"Canada's marine sector is vital to the national economy, not only for its direct contributions but also for the many industries and communities that rely on efficient marine transportation of passengers and cargo," says Julia Fields, Executive Director of the Canadian Marine Careers Foundation. "Ongoing labour shortages onboard Canadian vessels threaten the sector's future growth and sustainability, posing serious risks to supply chains and economic stability. Without immediate action, the marine sector's workforce challenges could have far-reaching consequences."

Conducted by R.A. Malatest & Associates, the study provides national and regional analysis of workforce trends, recruitment and retention challenges, and examines the capacity of marine training institutions to meet future labour requirements. The study focuses on marine occupations onboard Canada's domestic commercial and public sector vessels, such as cargo ships, ferries, tug and barges, tourism-related boats and Canadian Coast Guard vessels, but also occupations onshore that support vessel operations. It does not include port and terminal operations. Read the full study [here](#).