

November 15, 2024

**Strike updates on Canada's West Coast and Port of Montreal
Update #11**

Dear Customer,

On 12 November, the Canada Industrial Relations Board (CIRB) has informed all parties to resume operations and to begin a binding arbitration process to resolve outstanding issues. The British Columbia Maritime Employers Association (BCMEA) and the Maritime Employers Association (MEA) are following the CIRB's direction to reinstate safe and stable operations swiftly.

We are actively collaborating with rail providers and terminals to devise a coordinated plan for resuming operations, and we remain attentive to the next steps of the agreements. As terminals, rails, and carriers return to service, we acknowledge the challenges the backlog and congestion may bring. We encourage our customers to maintain close communication with their Maersk representatives to convey their supply chain needs. This will help us review and explore all alternative options to keep your cargo flowing.

The Canadian West Coast terminals resumed operations on November 15th. Further to the CIRB's order yesterday evening, to resume operations in Montreal, MGT facilities will resume operations on November 16th. Maersk vessels in Racine will start cargo operations on November 18th.

CANADA'S WEST COAST**Ocean update:**

- **Vancouver TP1 service:**
 - Marcos V (voyage 440N/ 443S) vessel docked Nov 14th/pm. The vessel will take delay and complete its North America rotation. We are coordinating with our Asia team to explore potential contingencies for schedule recovery.
 - The GSL Tripoli (voyage 433N/ 436S) arrived to Vancouver on the 15th, slightly delayed due to bad weather. Yesterday's advisory incorrectly dated the Tripoli and the correct arrival date is November 15th. Estimated berthing is tentative for November 24th based on vessels awaiting at anchorage for berthing. She is the next TP1 vessel after Marcos v to berth at Vancouver. Her future deployment is pending confirmation after its Vancouver call.
 - San Felipe (voyage 441N / 444S) Pending operations at the previous port Prince Rupert, her berth in Vancouver is to be confirmed. Similar to Marcos V 440N/ 443S, this vessel will experience delays before completing its North American rotation. The vessel is transitioning out of the TP1 service and will be succeeded by Seroja Lima 449N, departing from Xiamen on December 2.
- **Prince Rupert TP1 service:**
 - San Felipe (voyage 441N / 444S) is currently anchored awaiting departure of previous vessel docked prior to strike. Estimated berthing for November 16th/1600hrs.
 - MSC Utmost VIII (voyage 442N / 445S) is at anchorage and is projected to berth following San Felipe's departure. Expect delays as the vessel completes its North American rotation.
- **Surrey Panz Service:**
 - Seattle Express (voyage 437N/ 443S) performed port swap calling Surrey last on her North American rotation.
 - Due to the recent rotation change, Long Beach export cargo will now be transmitted as Freight Remaining on Board (FROB) over Canada. Please submit your complete shipping instructions by the deadline as reflected on Maersk.com to ensure your cargo can loaded as scheduled.

Rail Operations:

For West Coast ports, CPKC has reopened all terminals to all port destinations. Loaded Exports, Pre-gate Billed Empties and Non-Billed Empties are now allowed to in-gate. Still awaiting word from CN on export lanes. Priority is clearing out backlog and getting the currently staged trains moving.

PORT OF MONTREAL**Ocean update:**

- **CAE service:**
 - CMA CGM Paranagua (voyage 443W/ 445E): The vessel is anchored in Montreal, Canada. Pending confirmation from terminal about berthing time/date - tentative berthing to be on Nov 18th.
 - Maersk Volga (voyage 445W/ 447E): The vessel is on its way to Montreal, Canada with an ETA of 11/18. Berthing window might be pushed back due to CMA CGM Paranagua's berthing. Tentative berthing to be on Nov 25th.
- **MCX Service:**
 - Mombasa Express (voyage 441W/ 445E): The vessel is alongside in Montreal since November 9th. Cargo operations are expected to commence November 18th at 0700h. Expected departure time is November 20th at 0700h.
 - Barcelona Express (voyage 442W/ 446E): The vessel sailed from Saint Johns in November 13th at 1900h directly to Europe.
 - Glasgow Express (voyage 447E): The vessel is planned to sail normal rotation, meaning after call in St. Johns (Carrier call), proceed to Montreal, Canada. Expected to work in November 21st at 2300h.

Terminal update:

Regular trucking services will begin on Monday November 18th at 06:00 am. Import storage has been suspended from Monday November 11 through Saturday November 16th, inclusively. The final tally of charges will be reflected on the. www.mtrtml.com website. Receiving windows for exports will be posted on the same website over the course of the day. Transload activities will commence Monday November 18th 7:00 am. Appointments can be scheduled effective, today.

Rail Operations:

Montreal rail operations will resume on Saturday November 16th. CPKC has reopened all terminals to all port destinations. Loaded Exports, Pre-gate Billed Empties and Non-Billed Empties are now allowed to in-gate. Still awaiting plan from CN.

ERS (Expedited Rail Service) will be available. Please contact your respective Ocean Carrier for details.

Barcelona Express 446E vessel, with cargo discharging in St. John, is being planned for rail and will begin departing by destination once available.

FOR ALL CANADIAN ports affected by strikes:**Demurrage and Detention:**

Maersk will resume the demurrage & detention clock on the day gate operations restart at affected ocean terminals. For cargo being received at inland locations for loading at affected ocean terminals, we will resume the clock when equipment receipt restarts at those inland locations. In the event you are unable to obtain a terminal or rail appointment during the re-start period, please be reminded to document this through a time stamped

screenshot of your attempt to secure an appointment. This will be considered in the event of any additional fees for those days, however Maersk reserves the right to review if opportunities to move the equipment went unused.

Empty Equipment returns:

Please visit <https://www.maersk.com/local-information/canada/import/> and expand the Procedure section to find the table of empty return locations.

Inland cargo diversion:

Maersk will waive its inland cancellation charges for any customer who wishes to terminate their cargo at an affected ocean port instead of an originally booked inland delivery. Requests are subject to operational feasibility.

We will continue to inform you about the situation through email advisories and Maersk.com. Should you need additional information or support, please contact your local Maersk office or Maersk representative.

Thank you for your continued patience and cooperation during this period.

Sincerely,
Maersk