

# APPLICANT CHECKLIST

Applicants must complete and submit this checklist when filing their application with the Canadian Transportation Agency (Agency) for a coasting trade licence.

For complete details on how to submit an application, please see the [Guidelines Respecting Coasting Trade Licence Applications](#)

## Filing instructions

A complete application consists of a document containing all of the required information (including any supporting documentation), the completed Canada Border Services Agency (CBSA) Form C-47, and the completed checklist. The complete application package should be sent by e-mail simultaneously to the CTA ([maritime@otc-cta.gc.ca](mailto:maritime@otc-cta.gc.ca)) and to the CBSA ([coastingtrade-cabotage@cbsa-asfc.gc.ca](mailto:coastingtrade-cabotage@cbsa-asfc.gc.ca)).

### 1. Details on Canadian applicant / broker

Name of Applicant : **CMA CGM CANADA** Click or tap here to enter text.

Name of Canadian Broker (if not using a broker, write N/A) : **N/A**

Contact for Applicant (Note: Applications for vessel temporary importation must be made by a person resident in Canada)

Contact's name and title **Laurent Iacobellis – PORT OPERATIONS MANAGER**

Address **#1330-740 Notre Dame west**

City **MONTREAL**

Province/Territory **QUEBEC**

Country **CANADA**

Postal code **QC H3T 1X6**

Contact's phone number **1-514-809-7040**

Contact's e-mail address **cda.canadaops@cmax-cgm.com**

## 2. Details in application

By clicking the box beside each requirement, the Applicant/Broker confirms that they have included the following with their application:

I have the 30 business days advance notice (or 8 business days for oil tankers only);

X - I do not have the 30 business days advance notice (or 8 business days for oil tankers only). Please include explanation in application.

### a) Details of the ship(s) to be used

Name of ship(s); EM KEA

Nationality of foreign ship; LIBERIA

Type of ship(s), size and capability; CONTAINER SHIP – LOA 220.5M - NOMINAL CAPACITY 3091 teus

Type of cargo (bulk, sulphuric acid, fish, etc.); CONTAINER SHIP

Special requirements or physical limitations (crane, reefer, port's physical limitations); N/A

Reasons for the need to use a foreign ship. SHIP CURRENTLY IN OUR LINE

### b) Scope of Work

Geographical Location : port of Saint John NB – port of Montreal

Itinerary : from the port of Saint John NB to the port of Montreal

Details of operation ; load 143 units supposed to be discharged at Montreal that were left behind by hapag lloyd vessel BARCELONA EXPRESS on Nov 10 due to the strike at Montreal. We would like to bring our ship EM KEA to Saint John to load these units and discharge them at Montreal. EM KEA usually calls Montreal and Halifax – we would like to make an extra call at St John.

Number of stops and trips while in Canada, including name of ports of call : 3 calls – Saint John , Montreal , Halifax.

- Dates requested (flexibility, reasons). From Nov 24 to Dec 8 – EM KEA can be at St John on Nov 24 and the call at Montreal will be the beginning of December – exact date not confirmed yet

**c) Name of Canadian ship-operators contacted**

- List of Canadians ship-operators contacted : OCEANEX – TMSI
- Results of contacting Canadian operators (reasons, offers, suitability and availability) : the operators contacted do not offer the leg St John to Montreal. We would like to add that even if we were able to find a vessel or operator to provide this service locally, we, as an international carrier, have certain norms and specification that are not available in any vessel, as not all vessels can handle our containers in a safe and satisfactory manner, especially the special containers like Reefers, OOG, flat racks, Hazardous, . . etc. and finding that locally is even harder.

**d) If application is for a tanker**

- Type of cargo (clean or dirty petroleum products, heavy oil, crude, asphalt, chemicals etc.);
  - Volume of cargo
  - Volume per trip by origin/destination
  - Anticipated timing of those trips
- Constraints that would prevent a specific tanker from performing the activity
- Total number of trips and length
- A detailed itinerary
- Any other special requirements, with full explanation

**e) If application is for passengers ship**

- Number of passengers;
- Number of berth/rooms (if overnight is planned);
- Deck plans;
- Pricing structure;

- Targeted customer (luxury, expedition, etc.);
- Length of excursion (provide complete itinerary); and
- Nature of Service (bare boat, charter, sightseeing, tall ship, etc).

### 3. Is this a fast track application?

- Not applicable, please proceed section 4

Applies to unforeseen short-term situations where the economic consequences of the commercial shipping activity not being performed would have a negative impact on a business or a community. (e.g., a mill facing closure and loss of jobs for lack of urgent raw material supply).

**X** - Applicable - Fast Track Application must include all the information above plus the following **additional** information:

- Reasons why the minimum advance notice period of 30 days or 8 days (oil tankers) could not be provided for this activity : EM KEA proforma window at Montreal is Dec 2 . She must call St John no later than Nov 24 to be on time at Montreal. Furthermore, DP World plan to suspend operations at Rodney North Berth from Nov 26 to Dec 10 for maintenance. We cannot get a berth after Nov 24.
- Date on which the applicant (or party represented by the applicant) became aware of the requirement or opportunity to conduct the proposed activity : Nov 14
- Names of the operators of Canadian-registered ships who have been contacted before the filing of the application : OCEANEX – TMSI
- Detailed description of the economic consequences of not obtaining a coasting trade licence in terms of the negative impact on businesses or communities : if we do not obtain a coasting trade licence on a fast-track basis, our clients, primarily located in Montreal and Quebec, will not receive their goods on time, which will negatively impact their operations. In addition, we have 27 reefers – some of them containing perishable goods that could become unusable if the delay is too significant. Our clients might ultimately choose to bypass the port of Montreal in favor of American ports like New York, which will also negatively impact the port activities and the image of the city.

#### 4. Is this an urgent application?

Not applicable, please proceed to next section.

Applies to urgent commercial activities that cannot be accommodated under any of the above criteria (e.g., accidents, safety of individuals at risk, natural disaster)

- Applicable - Urgent Application must include all the information above plus the following **additional** information:
- Reasons why the minimum advance notice period of 30 days or 8 days (oil tankers) could not be provided for this activity; and
  - Detailed description of the emergency situation.

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I confirm that the CBSA Form C-47 is completed in accordance with the application.

X - I confirm that I have provided all of the information and documentation requested above.

X - I also understand that notwithstanding the provision of all of the requested information, the Agency or its staff may, upon review of the submission, request additional information and documentation as necessary.

Signature of applicant' authorized representative



Date Click or tap to enter a date. 11 / 18 / 2024