

## CIFFA Committee Meetings – June 2023

CIFFA's national committees meet several times a year to discuss relevant issues or developments that may affect member companies. Following is a look at what committee members discussed and decided at their most-recent meetings.

### Airfreight Committee – Chair Bill Gottlieb

- Transport Canada will move forward with the **Pre-Load Air Cargo Targeting (PACT)** program, which will make use of pre-loading advance cargo information (PLACI). Although CBSA uses many of the same data elements as part of the eManifest program, that information is not required to be submitted prior to cargo being loaded, so Transport Canada will not be able to use CBSA data for the PACT program. A lot of forwarders are receiving non-compliance notices related to their eManifest filings, which are supposed to be done four hours before arrival. Pre-load filings would help to solve that problem. CIFFA will meet with both Transport Canada and the CBSA about responsibilities related to risk assessment, and will meet with IATA to discuss program requirements.
- Many **ground handlers have recently changed their tariffs**. The airlines are thus allowing their suppliers – which do not have direct relationships with forwarders – to increase fees to forwarders, despite statements (e.g., in Air France's general conditions of carriage) that “applicable rates and charges (including terminal charges) for carriage governed by these conditions are those duly published by the carrier...” Further (also from Air France), “The carrier is liable for damage occasioned by delay in the carriage of cargo unless it is proved that it took all reasonable measures...” However, when carriers split shipments over several flights, they are allowing ground handlers to charge forwarders for storage of the first part. On split shipments, it is the airlines that should be charged for storage, not forwarders. Also, occasionally an airline moves freight early, which can lead to storage fees if the forwarder isn't informed, as well as AMPS penalties for failure to file until cargo arrives. CIFFA is examining how forwarders might use the air waybill and carrier contracts to push back on this and will inform the Canadian Transportation Agency of this issue.

### Customs Committee – Chair Paul Courtney

- With Transport Canada's **Pre-load Air Cargo Targeting (PACT) program** going into effect, it's possible that a single shipment could be inspected by TC pre-load and by the CBSA at destination. CIFFA planned to submit feedback to Transport Canada on the program during the comment period.
- Still only about 15% of Canada's importers are registered in the **CBSA's Assessment and Revenue Management (CARM) Client Portal**. Significant challenges remain in development of the program. Legacy systems will not be available when Release 2 is launched.
- Release dates for the **minimum security requirements (MSRs)** for freight forwarders and customs brokers through the Trusted Trader Program have been changed, likely due to CBSA's focus on CARM. CIFFA has provided feedback to CBSA on the MSR for freight forwarders. The MSR for customs brokers is not yet in the TT portal; brokers still have to use a manual process when applying.
- CBSA has made improvements to its **system outage notification system**, with estimated time of resolution (ETR) emails and quicker resolutions.

### **Drayage Committee – Chair Chris Ford**

- The committee continues to **meet with CN and CPKC** several times a year to discuss issues and collaborate on solutions.

### **Freight Brokers Committee – Chair Joel MacKay**

- The CIFFA directory now enables **members to be listed in more than one category**. This has significantly increased the apparent number of freight broker members in the association.
- CIFFA held an **event for members focused on double brokering** in the trucking industry.

### **Seafreight Committee – Chair Martin Schultz**

- CIFFA plans to engage with all stakeholders in the Port of Vancouver **Roberts Bank Terminal 2 development** to help ensure that the entire sector is prepared for the new capacity. If the railways, warehousing providers, trucking companies and so on are not all preparing adequately, the expected 1 million extra TEUs will cause more congestion issues. Regulatory authorities are among the stakeholders that need to understand their role and the implications of their decisions. No other group in Canada seems to be playing the role of coordinating stakeholders.
- In April, there was a significant **increase in on-dock rail footage at the Port of Vancouver**. Other North American ports saw similar spikes, possibly caused by shippers trying to beat anticipated mid-April price increases by carriers. Centerm seems to have the longest dwell, sometimes as long as 30 days. Centerm is able to load out only as many containers as it gets in, which causes delays. SM Line has moved out of Centerm, which should help with congestion. Centerm has also just completed an expansion to increase capacity.
- **Operations at the Toronto rail terminals are improving**, although there are drayage companies that are still saying the situation is bad and require payment for pre-pulls.
- The **empty-returns situation** has also improved generally.
- Government agencies around the world are **taking action against carriers on detention and demurrage charges**. Some carriers are denying there were congestion issues in Toronto in the fall and refuse to waive D&D charges. The process to fight these charges takes a lot of time and persistence.

### **Sustainability Committee – Chair Christina Fisker**

- The committee has been focused for some time on issuing an **introductory sustainability blueprint** for members. That [blueprint is now available](#).

### **Technology Committee – Chair Marc Bibeau**

- The Technology Committee is preparing a **workflow automation report** that will be issued in the summer.

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If you are interested in joining any of the national committees, please send your request to either [admin@ciffa.com](mailto:admin@ciffa.com) or the Regional Chair for your area, whose contact details can be found in the [National Board of Directors listing](#) on the CIFFA website.