

## CIFFA Committee Meetings – Summer/Fall 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

- **CIFFA wrote to the Transport Minister** on June 15, requesting that Transport Canada (TC) and the CBSA align their systems so both can receive pre-loading advance cargo information (PLACI) submitted just once from trade. A lack of cooperation between the two departments will result in people sending identical information twice in different time frames. CIFFA will further communicate that TC and the CBSA should collaborate on a solution before they implement Pre-load Air Cargo Targeting (PACT).
- CIFFA is talking to IATA about **airfreight handling charges**, which should be paid by the carriers; it's in their tariff. Increased fees should not be passed on to forwarders.
- Transport Canada has put in place an **exemption for hard-to-screen goods** that will be in effect until the end of February 2024. After that, only goods secured by known consignors will be allowed to be transported. CIFFA will write to TC to note that continuing exemptions will be needed for businesses that ship hard-to-screen goods as a small part of their operation and are not likely to become known consignors.

### Customs Committee – Chair Paul Courtney

- CIFFA has **joined the North American Customs Brokers Alliance**.
- **CARM R2 has been deferred** to May 2024.
- **New regulations related to value for duty**, published in the Canada Gazette, could raise duties payable on a lot of shipments into Canada. A change to the definition of "purchaser in Canada" is central to the regulation changes. The importer may be required to declare value for duty based on what the goods will sell for in Canada (to the "last" purchaser), rather than on what the goods cost. The government's plan is likely to have unintended consequences: e.g., the cost to Canadian businesses and consumers could be significant and impact the economy. It will be challenging for the broker industry to determine value under these rules.
- Because of ongoing issues, CIFFA has **asked the CBSA for a moratorium on penalties related to contraventions of C378 and C379**: person failed to submit the prescribed pre-load/pre-arrival information relating to their cargo and/or conveyance, and person failed to submit advance information in the prescribed time or prescribed manner to the Agency, respectively.
- Currently at almost \$1 million, **penalties for infractions** have been, according to CBSA, applied in just 0.5% of all cases of infraction. If CBSA ever begins to assess penalties for all contraventions, it will bankrupt the freight forwarding industry.
- The CBSA continues to say that **no system changes will be made to eHBL** until after CARM R2 is launched. The list of issues is growing in the interim, meaning that fixes could take quite a while to be completed.

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

- The committee is planning separate **meetings with CN and CP** to discuss any operations issues at terminals across the country.

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

- After a successful event on double brokering in Toronto in the spring, the committee has decided to **host a webinar** on the same topic to enable all CIFFA members to participate.
- Increased **bankruptcies of transportation companies** are creating a disruption and challenges for brokers. Fuel costs and lower volumes are causing problems for transportation providers, which in turn create problems for brokers.
- Good **carrier-procurement practices** are especially important in this environment. Lack of insurance or adequate insurance is a growing issue to be aware of. Double brokers, for example, are using fake certificates of insurance. Use of a carrier-vetting service is a good protection for brokers.

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

- A **Port Saint John representative presented to the committee**. The port is Atlantic Canada's largest port by volume, and the fastest growing container terminal in North America. Annual throughput capacity in 2022 was 150,000 TEUs; after significant infrastructure upgrades and with an increased labour pool (and an agreement to December 31, 2025), it is expected to be at least 800,000 TEUs by the end of 2024.
- After the **Port of Vancouver strike**, Canada's labour minister said that work will be done to avoid future strikes at the ports. CIFFA will be watching for a follow-up statement on this topic and will respond to represent members' concerns.
- The **Port of Montreal labour agreement** will expire at the end of the year. CIFFA will communicate with the labour and transport ministers to push for a resolution that avoids a strike.
- The labour union and some environmental groups continue to oppose the **Roberts Bank Terminal 2 expansion project**. CIFFA's interest in this project is to help ensure that all relevant stakeholders are involved as the project is developed and are prepared when it launches.

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

- In August, CIFFA submitted its first [Communication of Engagement to the United Nations Global Compact](#). This report, available on the CIFFA website and the UNGC website, details the association's activities taken to support UNGC key principles.
- The committee is now considering topics for its **next sustainability white paper for members**.

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

- The committee issued in July a [white paper for members on workflow automation](#) and is planning to host a webinar on the same topic.
- The group is beginning to **develop ideas for its next white paper**.



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.