

## CIFFA Committee Meetings – January 2024

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.

In the last few months, each of CIFFA's national committees has been involved in planning panel sessions for CIFFA's 75th Anniversary Conference. With this significant member input, conference content will certainly address industry needs, covering important trends, challenges and best practices.

### Airfreight Committee – Chair Bill Gottlieb

- CIFFA has applied to become a known shipper to access Transport Canada information on **hard-to-screen goods** that is available only to approved participants in TC's Air Cargo Security Program.
- In 2024, the **committee will focus** on the global air cargo program being developed by FIATA and IATA, engaging with the new National Supply Chain Office of Transport Canada, and compliance with ICS2 being implemented in Europe and the UK.
- **Competency-based training** requirements for the handling of dangerous goods in Canada have still not been published in the Canada Gazette, which may indicate that we will see the launch of the program delayed beyond the expected January 2025 timeline. CIFFA continues to offer training under the old model; that will change when Transport Canada mandates CBT.
- Members of the committee who represent freight forwarders on the **Canadian Air Cargo Program Joint Council** prepared for a meeting with IATA to be held on January 31.

### Customs Committee – Chair Paul Courtney

- The CBSA is increasingly issuing **AMPS penalties for non-compliance** with trade and border regulations. Penalties to forwarders between January 1, 2022 and December 1, 2023 totalled \$3.3 million. About \$2.3 million, or 70%, of the total penalties were issued in the last six months. Of the 895 penalties, 390, or 45%, were issued for C378 infractions. However, the C378-related penalties accounted for \$2,030,000, or 88%, of the \$2.3 million charged in the last six months. CIFFA will continue to voice its concerns about CBSA's punitive approach to C378 infractions.
- A lot of importers have still not registered in the **CARM portal**, with the Release 2 implementation date of May 13 now fast approaching. Concern exists that, if clients are not registered by that date, customs brokers will receive a reject message on import cargo and freight will be held at the border. Additionally, the CBSA has indicated that, for a period of 10 days before May 13, importers will not be able to submit B3s or CADs, but goods will still be able to be released at the border. The CBSA will then take a staged approach in enabling clients to transmit, so some clients will certainly face a transition period of more than the 10 days.
- Updated MSRs for the **Trusted Trader program** are scheduled to be ready in March 2024. Transition guides were supposed to be delivered in December, but are still outstanding. Because there are so many other initiatives underway, it is looking unlikely that this will move forward as scheduled.

- The Government of Canada recently issued more guidance on **forced labour in supply chains**. While it's mostly large companies that are mandated to report on this, SMEs that supply larger companies with imported goods will be required to report to those large companies. Certain products and source regions will be flagged for extra attention by the CBSA. Post-entry compliance will be done at the border. Goods won't move until CBSA has proof that they were made without forced labour.
- When Transport Canada implements its **Pre-load Air Cargo Targeting (PACT) program**, expected to be at the end of this year, freight forwarders will be required to file the same cargo information twice, pre-loading to Transport Canada and pre-arrival to the CBSA. Data cannot currently be shared by the two systems. CIFFA is pushing for cooperation between TC and CBSA to remedy this duplication of work for forwarders.

### **Customs Regulatory Committee – Chair Kim Campbell**

- The CBSA is still reviewing submissions related to the proposed changes to Canada's **Valuation for Duty Regulations**.
- The committee plans to submit comments to the federal government on its **supply chain regulatory review**.
- The **regulation package for CARM R2**, which should provide clarity on a lot of questions, is still not available.

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

- The committee **met with CPKC** in late November to discuss operations, mainly at the Toronto-area Vaughan terminal. CPKC has offered an annual or semi-annual tour of the terminal for committee members, with opportunities to discuss issues on site.

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

- Associate member **Roanoke Insurance Group Canada presented to the committee** on risks and insurance trends affecting freight broker members. Insurers are putting more restrictions in place related to double brokering. Some will not provide coverage if the trucking company that picks up the freight is not the trucking company hired by the broker, which could leave brokers liable for losses. Carrier vetting procedures are in the spotlight for insurance companies.
- Brokers are finding it difficult to get trucking companies to move freight into or out of California. Some trucking companies are no longer offering services in the state because they are not compliant with **California Air Resources Board (CARB) requirements**. Freight brokers and forwarders need proof of compliance when assigning California routes. CARB compliance information is not currently included on carrier vetting platforms.

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

- The committee asked that CIFFA write again to the federal government to **urge action to prevent a strike at the Port of Montreal**. The current agreement between the union and the Maritime Employers Association (MEA) expired on December 31, 2023. The MEA made an application to the Canada Industrial Relations Board (CIRB) to declare the union's work an essential service. The CIRB asked for more information and gave the parties until January 31 to respond. Until the CIRB has made a decision, no labour disruption can be initiated by either the MEA or the union. CIFFA has already written to Canada's labour and transport ministers to urge government action, and will now review other options, including writing again to those ministers, as well as the prime minister, noting major current supply chain issues, to add pressure on the government.
- **Danger in the Red Sea** that is forcing ships to reroute is creating problems with capacity, container imbalance and increasing prices.

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

- The committee is working on **part 2 in its sustainability blueprint series**. The report will review key sustainability goals and principles, with a deeper look at those considered most relevant to CIFFA members.
- CIFFA has **signed an MOU with [Pledge](#)**, which provides emissions measurement, reporting and offsetting for forwarding services, with global coverage for all modes of transport.

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

- Work continues on the committee's **next whitepaper**.

---

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.