

CIFFA Committee Meetings – Fall 2022

CIFFA's national committees meet several times a year to discuss relevant issues or developments that may affect member companies. Each of the committees met in late October or early November. Following is a look at what committee members discussed and decided at those meetings.

Airfreight Committee – Chair Bill Gottlieb

- Six members of CIFFA's Airfreight Committee act as freight forwarder representatives on IATA's **Canadian Air Cargo Program Joint Council**, which also includes six representatives of cargo airlines that serve the Canadian market. The Joint Council met in late October to discuss a number of issues, including the minimum financial security for new CASS Associate applicants and dangerous goods training under ICAO's competency-based training model that will go into effect at the beginning of 2023.
- Transport Canada's **requirements for competency-based training** are still to be released. CIFFA will plan training in 2023 based on those requirements.

Customs Committee – Chair Paul Courtney

- CIFFA is continuing to work regularly with CBSA on the issue of **AMPS penalties relating to eManifest**. CIFFA continues to argue that contravention code 379 (C379) pertains to filings made prior to arrival but after loading and C378 applies when filings are made after arrival at the first port of arrival. The association is challenging CBSA's interpretation of C378. CBSA assesses penalties if it is not notified 24 hours pre-load, although the master penalty document says "pre-load/pre-arrival."
- **Cargo descriptions remain an issue**. Forwarders are now being penalized for descriptions CBSA doesn't accept, but CBSA's reasons for rejection are unclear in many cases. CIFFA will discuss with the CBSA the possibility of validating cargo descriptions earlier in the process to allow forwarders to avoid penalties.
- The **second phase of the CARM implementation** (Release 2 or R2) will be deferred until October 2023.
- **Electronic Commerce Client Requirements Documents (ECCRDs) are being updated** and should be available for review in early 2023.
- The majority of brokers listed on the CBSA website have now **registered an account in the CARM Client Portal**, along with 22,720 importers at the time of the meeting.
- The CBSA has been drafting **D memos and updates to legislation** related to the Trusted Trader program and will likely share that information soon to get industry feedback. New D memos are expected to be published in the spring.
- CIFFA continues to recommend a **standardized process for compliance** within North America.

Drayage Committee – Chair Chris Ford

- Drivers at CN terminals in Toronto face **long lineups to enter the gates**. Reservations expire while they wait in line or they leave after determining they won't make it into the terminal during their work hours and become no-shows. CIFFA will schedule another meeting of dray operators with CN to discuss solutions.
- CIFFA is pushing CBSA to reinstate its former policy of **clearing containers at their first port of arrival** to help reduce congestion. Importers should have a choice regarding when their containers are customs cleared.
- Although drayage companies know in advance when their containers will arrive, the containers have to be customs cleared and steamship released, which affects drayage companies' **ability to pick up within the 24-hour free period**.
- CIFFA explained the situation regarding **manufacturing in Canada of container chassis** to the Deputy Minister of Transportation to raise awareness of the issue related to foreign competition.
- While bringing in **immigrant drivers to Canada** sounds like a good solution to the worker shortage, there are issues that make it unworkable. CIFFA plans to discuss those issues with government and insurance companies that serve the trucking industry.

Seafreight Committee – Chair Martin Schultz

- The **water level in the St. Lawrence River** has been dropping since July and is lower than it has been in the last two years. A low-water surcharge appears to be justified.
- **Current congestion** is the result of a complex set of problems for which no one party alone is to blame. It has come about because of a lack of communication across silos. CIFFA is now very invested in bringing parties across the supply chain together to jointly solve problems.
- The Executive Director's message published on October 21 discussed **forwarders' frustrations caused by challenges and rising costs**. Members have been sharing the message with their customers and agents to validate what they have been reporting.
- CN said some **large importers are using railyards as storage facilities**. CIFFA has connected with the Freight Management Association to discuss this issue. The railway plans to revisit its abandoned-cargo tariffs and may deal with long-dwelling containers as abandoned.
- **Empties continue to be a major problem** on both the import and export sides. Increased blanking by the steamship lines is expected to exacerbate the problem.

Sustainability Committee – Chair Christina Fisker

- The committee is **planning a publication** – the first in a series of three – for early 2023. Among other things, the series will help CIFFA members see how they might turn sustainability ideas into action.

Technology Committee – Chair Marc Bibeau

- After deciding at the last meeting on a broad topic for its next white paper, the committee worked to **define the scope of the project**. Members considered industry pain points that the report might address.
- To provide value, the report will look at **how the technology impacts the supply chain** and likely include use cases, best practices and potential pitfalls.
- It will also offer **guidance on alternative options** to meet the same or similar outcomes.

If you are interested in joining any of the national committees, please send your request to either 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.