



## **CCLA e-News – Spring 2009 Edition**

## **Issues and activities that matter to you**

CCLA has been active on a range of federal, provincial and municipal issues affecting our industry this year. In this edition of e-News we give a brief highlight of recent activities on your behalf.

### **Western Chapters**

The new BC and Alberta Chapters held meetings in May. We are pleased to announce the appointments of Chairs, for the Alberta Chapter John Dumigan, Prairie Division Manager, of UPS and for the BC Chapter Paul Merrick, General Manager BC & Alberta North, Purolator. Both also become members of the CCLA Board of Directors. Congratulations and thanks to both for taking on the responsibility.

### **Ban on Hand Held Communications Devices While Driving**

The push by provincial governments to ban using hand held communications devices while driving continues. Ontario recently passed Bill 118. The law will come into affect sometime in the fall. CCLA has been in consultation with the MTO to determine appropriate exemptions' for dispatch purposes for our industry. To date we are optimistic that the regulations will recognize most types of equipment utilized by our industry. Key to any exemption will be push button receive and send functionality. Members are advised to consult with CCLA before ordering any new communications equipment.

Manitoba has introduced similar legislation (Bill 5) banning the use of hand held communications devices while driving. It was called for second reading May 28<sup>th</sup> and so likely to become law sometime toward the end of 2009. CCLA made a submission making the same request for exemptions as in Ontario .

With Quebec and Nova Scotia already having such legislation in place we anticipate that the remaining provinces will move in this direction. Regional Chapters please monitor!

### **CCLA Customs Committee - Defining decisive trade areas**

Tackling the trend toward "border thickening" we are focusing on the increasing costs of complying with trade related regulations. Front and centre is CBSA's proposal to introduce an Importer Admissibility Data (IAD) set, pre-arrival. If IAD proceeds in its current form, costs would be significant. Our opposition to this direction was presented in a submission to the Standing

Senate Committee on National Security and Defence regarding the enabling Bill S-2, as well as letters to senior CBSA management and a meeting with Minister Peter Van Loan.

Dialog on the future direction of CBSA's export area ensued in a recent meeting, including electronic export reporting. More on this front is planned.

CBSA initiatives such as eManifest and the Courier LVS review have created the right conditions to re-open dialog and collaboration amongst all the trade stakeholders to LVS, importers, brokers and carriers alike. We are developing an LVS committee to meet and discuss

Upgrades; representatives from CSCB, AICBA and IE Canada have been invited.

#### **Regulatory Affairs Com. – Monitoring and identifying federal and provincial legislation**

Since its inception two years ago, Brian Wylynko, Managing Director Legal of FedEx Canada has ably chaired this very busy group and has now handed the reins to Sarah Hamza, Director Government Relations at Purolator. Thank you, Brian. The committee has met monthly to review proposed or pending legislation on a broad range of topics. The guidance of this group in identifying problem legislation or regulation provides value to all members of CCLA large or small.

A recurring challenge is the determination of the NDP and Bloc in bringing forward bills aimed at banning replacement workers during strikes in federally regulated business. CCLA, in cooperation with other trade associations, have once again been involved in lobbying MPs to vote against this. The legislation would have made Canadian businesses less competitive and would have us, beside Portugal, as the only country in the OECD to have such a law. Even non unionized, provincially regulated companies would be impacted by the bump on effect. We have no doubt that this will be raised again. Only about half of the Liberals voted against the last Private Members motion tabled by the Bloc. It is vital that the Liberals support the defeat of such draconian legislation. If anyone meets with an MP please raise the issue.

#### **Cargo Security Committee - Movements on the Air Cargo Security Front**

Plans are afoot to further strengthen air cargo security; latest moves involve Transport Canada developing their program with a focus towards "all cargo carriers."

"Draft All Cargo" Cargo Security Plans were reviewed and commented on by our committee in a recent meeting. Steve Conrad of Transport Canada reviewed the "draft All Cargo" CSP section by section with CCLA members.

#### **Urban Mobility Com. – Report “Challenges Facing Couriers & Same Day Messengers”**

The academic report, commissioned by CCLA, on the challenges our industry faces in delivering to the core of large urban centres has been completed. Professor Haider and his team from the Ted Rogers School of Management at Ryerson University are in the final editing stage. We anticipate launching the report to the media in the late summer. The underlying conclusion is that municipal politicians do not understand the contribution of express services to the Canadian economy. Nor do traffic and urban planners consider facilitation of our services in master plans. The objective in having this third party report prepared is to heighten awareness of our industry.

**Environment & Energy Committee. – Carbon Pricing and Provincial Stewardship Programs**

As of May 2009, provincial governments have begun to introduce cap and trade and carbon tax schemes. This fragmented approach creates business complexity and structural cost for courier and logistics companies that operate trans-provincially. CCLA believes that carbon taxation and cap and trade programs need to be harmonized on a North American basis.

The Manitoba Government is moving ahead with Multi-Material Stewardship Manitoba (MMSM). The aim is to recover 80% of the net cost of recycling for packaging and printed paper from industry. CCLA has in the past successfully argued in Ontario that the courier industry does not sell a product in the sense of goods being manufactured, sold or distributed: rather we are the final delivery agent charged with providing a “service” of transportation; not a good.

CCLA was not approached to comment. Our recommendation; if your company is contacted to contact CCLA before responding.

***Committee work is fundamental to our livelihood; we encourage you to get involved!***