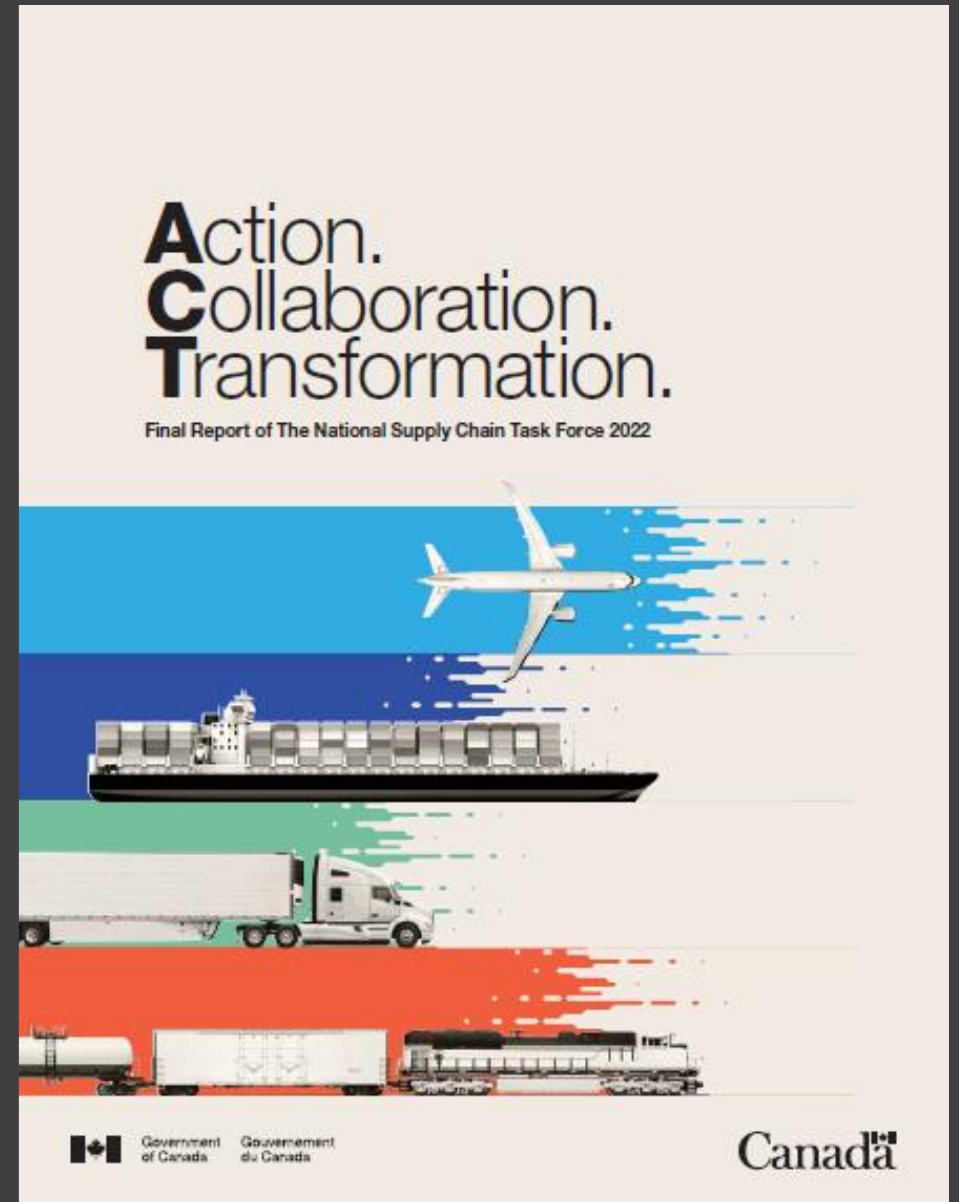


Supply Chain Task Force Report

October 2022



Supply Chain Task Force

Context:

- Formed by federal Minister of Transport after Supply Chain Summit in January 2022
- To examine sector-specific challenges and offer independent recommendations on the action that should be taken to improve the fluidity, efficiency and resiliency of our national transportation supply chain
- Consultation process that received approximately 70 written submissions and engaged over 160 transportation supply chain stakeholder organizations and business leaders

Summary tables and recommended timeline to complete all actions

Immediate Response Actions	Recommended Timeline (complete all within two years)	
1. Ease port container congestion	Immediate	
2. Expand the 30 km interswitch distance across Canada	By May 1, 2023	
3. Address the immediate labour need across the transportation supply chain	Immediate	
4. Implement programs and policies to encourage the attraction and retention of key supply chain positions, such as truck drivers	Immediate	
5. Complete twinning of Highway 185, which connects QC to NB	Immediate	
6. Expedite the approval winter transport on ice roads	Immediate	
7. Incent or create competition in sustainable pallets production	Immediate	
8. Waive 50% of airport rent payments	Immediate	
9. Reopen FAST card enrollment centres and/or consider novel ways to expedite applications	Immediate	
10. Expand CFIA and other services required to process commercial goods	Immediate	
11. Establish, fund and hire staff for a Supply Chain Office	Within 12 months	
12. Develop a long-term transportation supply chain strategy, including initiating a review to update and modernize related regulations	Immediate	
13. Develop a transportation supply chain labour/workforce strategy	Immediate	
	Year 1	Year 2

Long-Term Strategic Actions	Recommended Timeline (steps to be taken in first two years)	
1. Establish a Supply Chain Office to unify the federal government's responsibility/ authority over transportation supply chain management across federal departments	Within 12 months: establish office including stakeholder communication strategy	Within 24 months: complete supply chain and data strategy; initiate regulatory/legislative reform
2. Finalize, implement and regularly review a long-term, future of (30- to 50-year) transportation supply chain strategy	Finalize initial strategy within two years	
3. Digitalize and create end-to-end supply chain visibility for efficiency, accountability, planning, investment and security	Within 12 months: engage stakeholders; set foundations of strategy; execute initial reg/leg changes	Within 24 months: complete strategy and begin implementation
4. Immediately address the significant transportation supply chain labour shortage in Canada	Complete initial strategy within two years	
5. Revise the Canadian Transportation Agency's mandate and provide it the independence, authority and commensurate funding required to deliver on that mandate	Within 12 months: engage stakeholders; consult on reg/leg changes	Within 24 months: enact reg/leg changes; additional authorities/ budget in place
6. Engage Indigenous groups (especially those in Northern and remote communities) to address their significant transportation supply chain challenges	Begin immediately and continue on an ongoing basis	
7. Protect corridors, border crossings and gateways from disruptions to ensure unfettered access for commercial transportation modes and continuity of transportation supply chain movement	Within 12 months: stand up crisis working groups; consult on reg/leg changes; increase ability to respond	Within 24 months: enact reg/leg changes; initial strategy in place
8. Engage the U.S. and provinces/territories to achieve reciprocal recognition of regulations, policies and processes to enhance supply chain competitiveness and productivity	Begin immediately and continue on an ongoing basis	
	Year 1	Year 2

8. Engage the U.S. and the provinces/territories to achieve reciprocal recognition of regulations, policies and processes to enhance supply chain competitiveness and productivity.

Rationale:

Regulations, standards and requirements imposed by different jurisdictions cause friction in the transportation supply chain. This contributes to lower productivity and higher costs, particularly when requirements are similar but not identical across jurisdictions. This is true among Canadian provinces/territories as well as between Canada and the U.S., our largest trading partner.

Harmonization, while the gold standard, is unachievable in the short-term; however, reciprocal recognition is attainable and urgently required.

Actions:

To address some of the friction in the transportation supply chain caused by the current cross-border regulatory environment (for both domestic and international borders), the Government should:

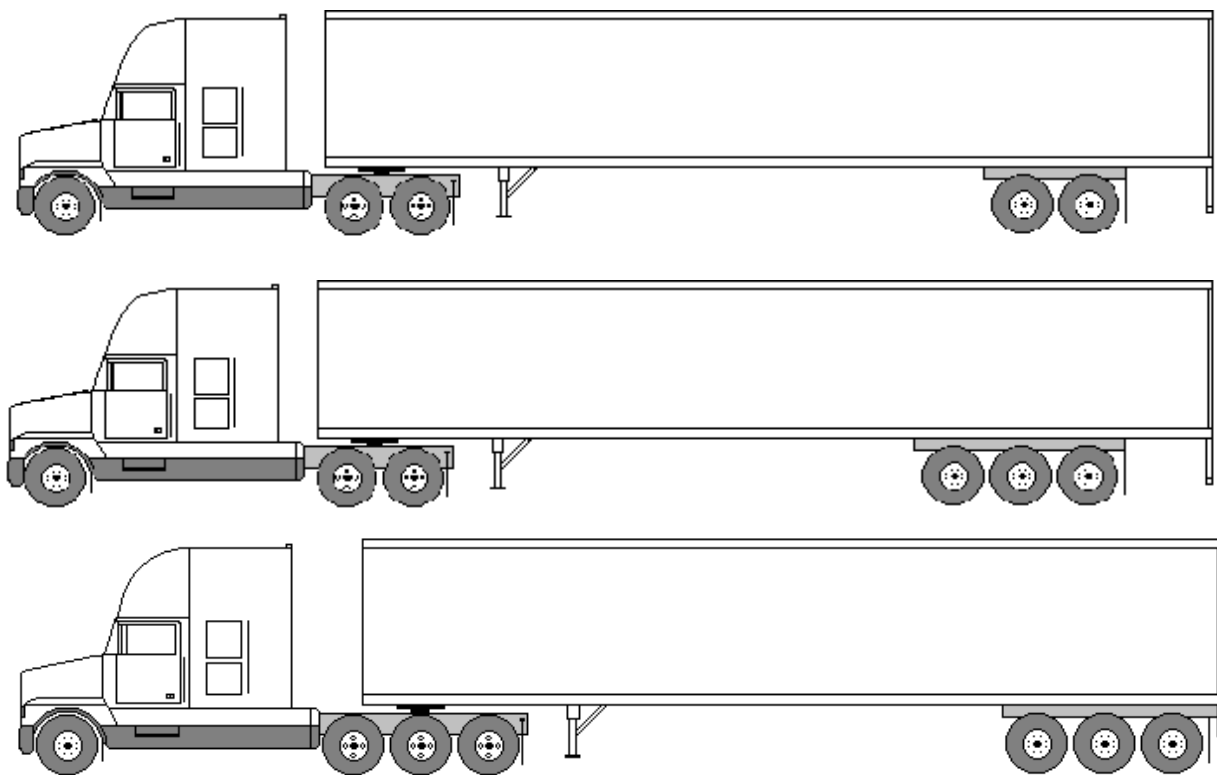
- Immediately engage the provinces and territories to establish nationally consistent commercial trucking regulations (from a transportation supply chain perspective) to eliminate the need for commercial fleets to have different equipment to service different parts of the country. Removing impediments to deploy equipment more efficiently will reduce costs and improve service. For example, allowing B-trains to operate on all major corridors in Quebec and the Maritimes at 63,500 kilograms gross vehicle weight (kg gvw) rather than 62,500 kg gvw would harmonize the weight limit across the country.
- Use the Canada–U.S. Regulatory Cooperation Council to champion opportunities for reciprocal recognition of trade and border-related requirements

VWD Related Recommendations

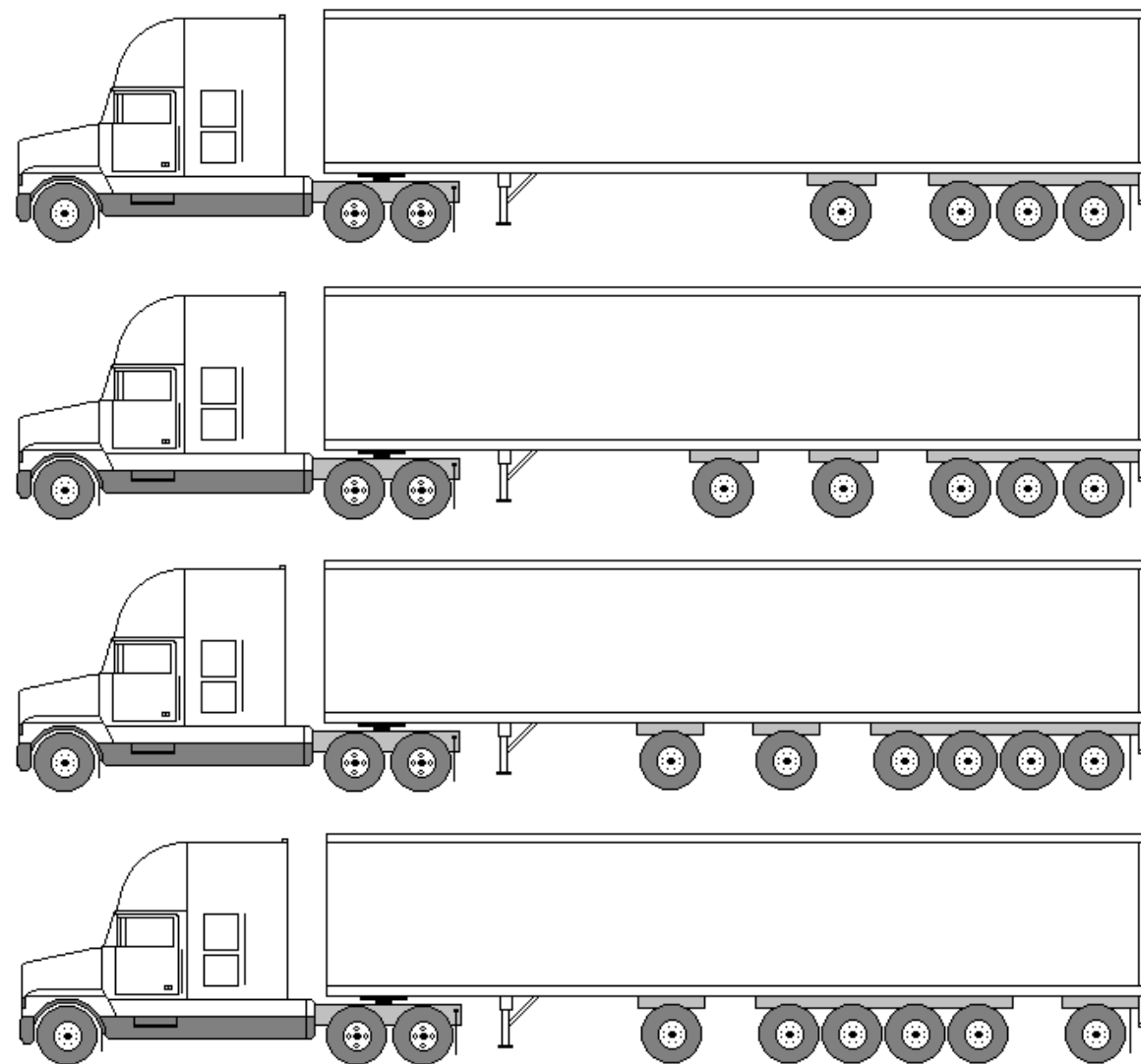
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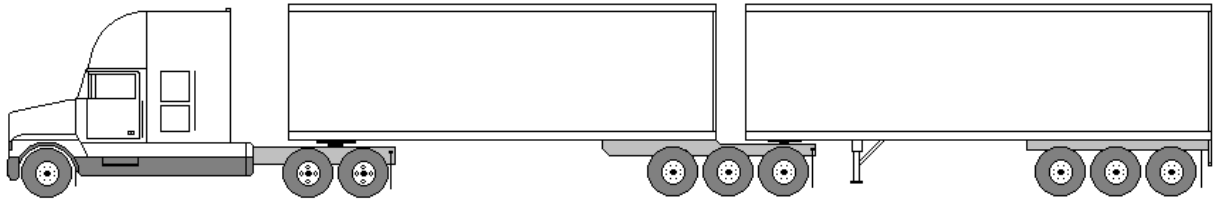
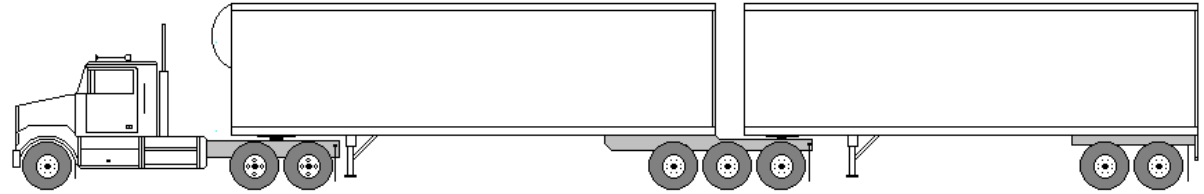
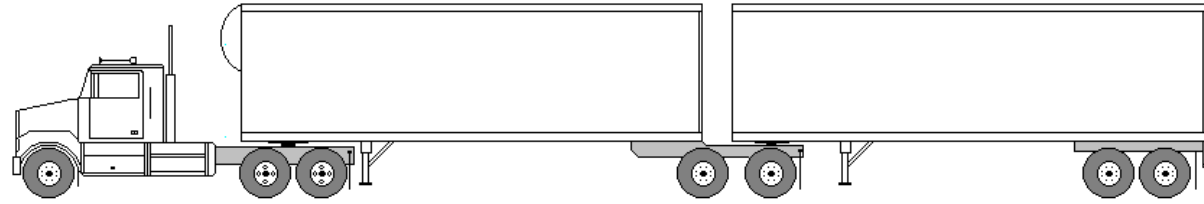
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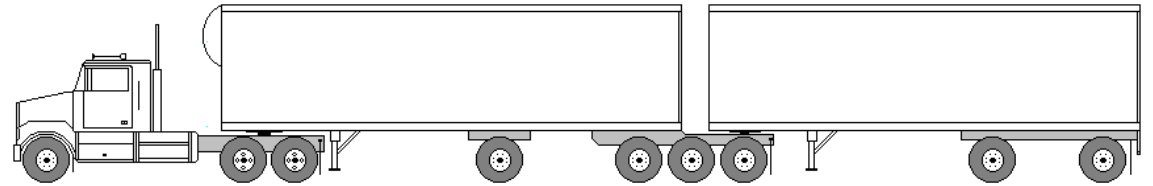
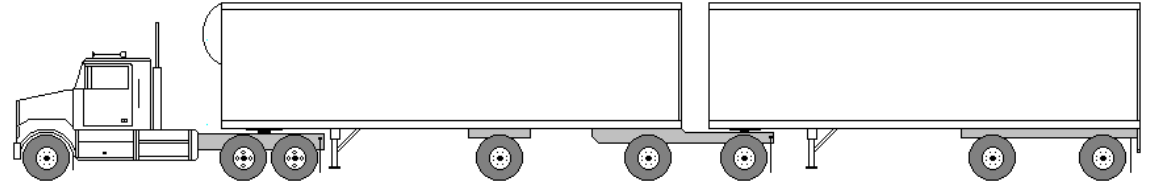
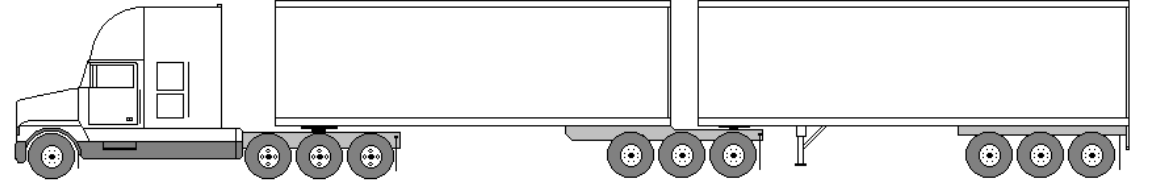
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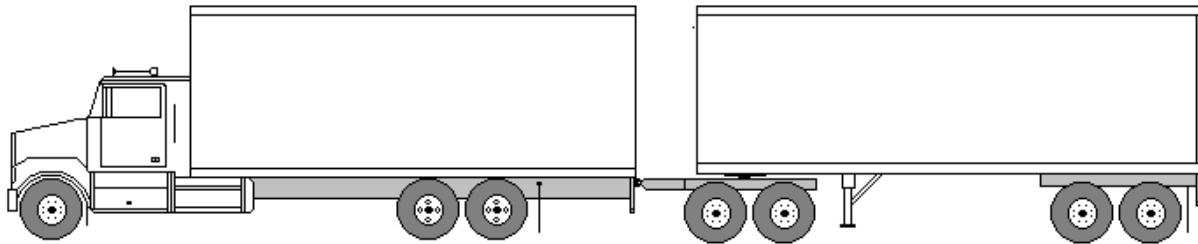
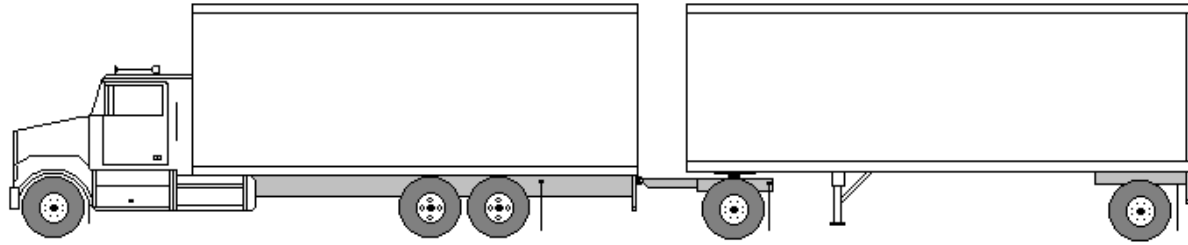
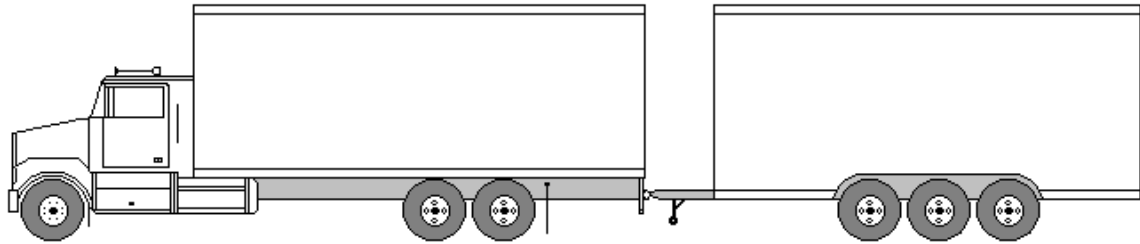
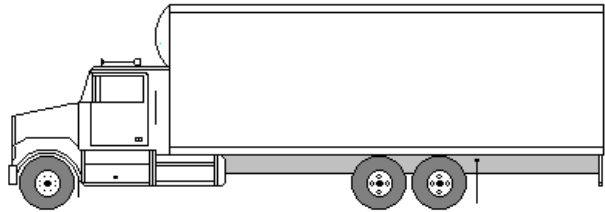
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