

**GOVERNMENT RESPONSE TO THE FIFTH REPORT OF THE STANDING COMMITTEE ON
AGRICULTURE AND AGRI-FOOD, ENTITLED: CONFRONTING URGENT CHALLENGES AND
BUILDING THE RESILIENCE OF THE CANADIAN FOOD SUPPLY CHAIN**

The Government of Canada is pleased to respond to the fifth Report of the Standing Committee on Agriculture and Agri-Food (the Committee) entitled *Confronting Urgent Challenges and Building the Resilience of the Canadian Food Supply Chain* (the Report).

The Government commends the members of the Committee, and the witnesses who appeared before it, for their insight and commitment toward increasing the short-term flexibility, and long-term resiliency of the food supply chain. The Government supports the broad, positive approach, and certain ideas put forth by the Committee.

The Government appreciates the comprehensive recommendations developed by the Committee, and is working collaboratively with provincial and territorial governments, stakeholders, and partners to adequately address the challenges highlighted throughout the Report. Details are provided below regarding the Government's Response to the specific recommendations of the Committee in this regard.

The Response is the product of a collaborative effort among implicated federal departments and agencies including: Agriculture and Agri-Food Canada (AAFC); the Canadian Food Inspection Agency (CFIA); Employment and Social Development Canada (ESDC); Environment and Climate Change Canada (ECCC); Finance Canada (FIN); Global Affairs Canada (GAC); Health Canada (HC); Immigration, Refugees and Citizenship Canada (IRCC); Infrastructure Canada (INFC); Innovation, Science and Economic Development Canada (ISED); Natural Resources Canada (NRCAN); Transport Canada (TC); and the Treasury Board of Canada Secretariat (TBS).

The COVID-19 pandemic, and other short-term disruptions have led to new and significant pressures on all parts of the food supply chain. Overall, the industry fared well, and continued to function; however, existing vulnerabilities in labour, transportation and infrastructure were exacerbated by local and global disruptions, potentially affecting the ability of all parts of the food supply chain from reaching their full growth potential. Of particular note is Russia's invasion of Ukraine, which has created further pressures on food supply chains, affecting global food security and Canadian production. Canada continues to participate in existing multilateral efforts to address the impacts of limited production and exports from that region, including those that affect Canadian producers' access to inputs, such as finding alternate sources of fertilizer.

RECOMMENDATION 1

The Committee recommends that the Government of Canada reduce red tape to alleviate strain on Canada's agricultural and agri-food supply chain.

The Government supports this recommendation. The Government agrees that while regulations and regulatory processes are essential to maintain the health and safety of Canadians, to protect consumers and to safeguard the natural environment, they should not result in unnecessary burden, or barriers to growth and innovation.

To reduce red tape and strain on businesses, the *Red Tape Reduction Act* requires the Government to apply a 'one-for-one' rule to control the administrative burden of regulations. Any new dollar of administrative burden imposed by a new or amended regulation must be offset by an equal dollar amount in savings from existing regulations. An existing regulation must also be repealed when a new regulation imposing an administrative burden is introduced. Reports on the application of this one-for-one rule are published annually.

In addition to this ongoing measure, the Government has been advancing a suite of regulatory modernization initiatives to support agility, innovation, and competitiveness in the regulatory system. These include Targeted Regulatory Reviews that examine existing regulations and regulatory practices inhibiting economic growth, and identify opportunities for novel regulatory approaches. As part of the first round of Regulatory Reviews, the CFIA, in partnership with four other government organizations, led the Agri-food and Aquaculture Regulatory Review to

collect feedback from external stakeholders. The resulting Agri-food and Aquaculture Roadmap, published in 2019, identifies more than 30 concrete actions. The Government continues to implement initiatives identified in the Roadmap, and published a public update in 2021 that outlines the considerable progress that has been made in advancing these commitments. For instance, the CFIA has finalized updated *Fertilizer Regulations*, and modernized the vodka standard in the *Food and Drug Regulations*, and Health Canada and CFIA released a joint policy statement on food labelling coordination, which provides greater predictability to industry with respect to compliance dates for food labelling changes and sets a minimum transition period to enable businesses to more easily adapt to such changes.

Also part of the Roadmap commitments, AAFC launched the Agile Regulations Table in late 2020. This forum provides industry stakeholders and federal organizations an opportunity to discuss cross-cutting regulatory issues aimed at modernizing Canada's regulatory system in support of economic growth, competitiveness, and innovation. The Table has identified three key result areas to focus on as part of its strategic plan, which are:

- Exploring ways to make the regulatory system easier to navigate;
- Providing analytical capacity to better understand cumulative and economic impacts of regulations and how they are administered across the sector; and
- Contributing to regulatory experimentation and foresight

The Table's early achievements include: analyzing regulatory flexibilities employed during the pandemic for how they could shape longer-term improvements; better understanding regulatory experimentation and novel approaches to regulating; and creating a journey mapping toolkit to visualize the process a regulated party undertakes, in support of process improvements and reducing cumulative regulatory burden.

Recognizing the importance of properly functioning and stable supply chains, Budget 2022 allocated \$136 million to Transport Canada over five years to develop industry-driven solutions using data to increase supply chains' efficiency, and another \$16.9 million to make Canadian supply chains more competitive by cutting red tape across various modes of cargo transportation (e.g., ship, rail).

RECOMMENDATION 2

The Committee recommends that the Government of Canada negotiate with all provinces and territories on integrating the Temporary Foreign Worker Program with their labour policy goals.

The Government supports this recommendation. As a complex multi-jurisdictional program, the Temporary Foreign Worker Program (TFWP) is regulated by the federal government, but provinces and territories (PTs) enact legislation affecting most employers of temporary foreign workers, such as laws that regulate housing, employment, and recruitment.

ESDC has established strong relationships with all PTs, including key local safety authorities across Canada. As part of overarching program reform, ESDC is committed to further engaging with its PT counterparts on a number of interdependent issues raised in the Report. This includes dialogue on strengthening and harmonizing standards for temporary foreign workers to support PTs in building long-term labour market strategies for the agricultural sector, in particular.

ESDC will also use the Federal-Provincial/Territorial Working Group (FPT WG) on TFW protections to continue working with PTs on increasing program efficiency and worker protections, such as the Committee's recommendation to integrate the TFWP within PT labour policy goals. Created in 2018, this working group seeks to enhance collaboration between governments to improve worker protections and support, including enhancing TFWs' awareness and understanding of their rights while working in Canada, increasing employer compliance through an improved complementarity of federal, FPT supports and services, as well as strengthening FPT laws, regulations, policies, and practices. This working group reports to the Canadian Association of Administrators of Labour Legislation (CAALL), and often provides updates at meetings of FPT ministers responsible for labour.

Since its establishment, the FPT WG on TFW protections has made considerable progress on its mandate described above. For example, from the onset of the pandemic, the FPT WG prepared a table outlining PTs' actions in response to COVID-19, and a report on PTs' laws that govern public health in response to the pandemic. These documents were shared with PTs to inform them of the landscape of actions and public health laws regarding COVID-19 across the country, and to help coordinate Government of Canada efforts. In addition, the FPT WG developed two issue papers for its members regarding TFW protections across Canada, and a cross-country scan identifying the number and range of services available to TFW in each PT. Lastly, the FPT WG on TFW protections was recently invited to participate in the FPT working group on accommodations to help advance work on upcoming regulatory amendments related to employer provided accommodations, and to better protect TFWs.

In addition, IRCC continues to explore evidence-based policy and program options to address labour needs in the agriculture and agri-food sector in the context of permanent residence programs such as the Agri-Food Pilot, and the recent time-limited Temporary Resident to Permanent Resident Pathway. The Government will assess the results of the Agri-Food Pilot. This analysis, coupled with information gleaned from the time-limited Temporary Resident to Permanent Resident Pathway, will inform the development of future economic immigration programming.

RECOMMENDATION 3

The Committee recommends that the Government of Canada take urgent measures to improve the Temporary Foreign Worker Program's outcomes for the agriculture and agri-food sector including:

Measures to make the Program more accessible and more efficient for employers:

- **Increase Temporary Foreign Worker application processing capacity and reduce processing times;**
- **Reduce the time frame from the initial application to the worker's start date, as well as the costs imposed by the federal government;**
- **Require only one Labour Market Impact Assessment per site, and make it valid for three years;**
- **Extend the work visa validity period from 24 months to 36 months and make visas renewable after three years; and**
- **Maintain, streamline, and improve processes for the Seasonal Agricultural Worker Program, incorporating a trusted employer feature for those situations where full-time employment on a seasonal basis is required annually.**

Measures to increase the long-term availability of workers in the agriculture and agri-food sector:

- **Raise the cap on Temporary Foreign Workers from 10% to 30% across Canada;**
- **Make the Temporary Foreign Worker Program a pathway to permanent residence for workers who want it, notably by making it easier for their families to come here;**
- **Raise awareness among refugees of employment opportunities in the agriculture, food and beverage manufacturing sectors; and**
- **Extend and expand immigration pilot projects for the meat processing sector.**

The Government mainly supports this recommendation. In recognition of the significant contributions of TFWs to the agricultural sector and food security, the Government is committed to taking action to address labour shortages through a long-term and multi-pronged approach.

As part of its ongoing efforts to improve the TFWP, and ensure that it continues to meet current labour market needs, the Government recently announced a number of measures in its 2022 TFWP Workforce Solutions Roadmap to address seasonal peaks and labour shortages in agri-food industries, including:

- making permanent seasonal cap extensions, and increasing the maximum employment duration from 180 days up to 270 days per year for seasonal positions;
- increasing the validity period for Labour Market Impact Assessments (LMIAs) from 6 months up to 18 months;
- extending the maximum duration of employment for High-Wage and Global Talent Streams workers from two years to three years; and,
- allowing, for a period of one year, employers from seven sectors with demonstrated labour shortages (including the agri-food sector) to hire up to 30% of their workforce through the TFWP for low-wage positions. Employers from other sectors hiring low-wage positions are permitted to hire up to 20% of their workforce through the TFWP until further notice.

Budget 2022 also announced a number of additional measures to increase worker protections, reduce administrative burdens for trusted repeat employers, and ensure employers can quickly bring in workers to fill short-term labour market gaps. This includes:

- the introduction of a Trusted Employer Model that reduces red tape for repeat employers who meet the highest standards for working and living conditions, protections, and wages in high-demand fields;
- the implementation of a new foreign labour program for agriculture and fish processing, tailored to the unique needs of these employers and workers;
- funding to increase capacity to process employer applications within established services standards; and,
- funding to improve the quality of employer inspections, and hold employers accountable to their treatment of workers.

The Government is also prioritizing the processing of work permit applications for foreign nationals to support the needs of the agriculture sector, specifically for those in the Seasonal Agricultural Worker Program (SAWP), and the Agricultural Stream.

On extending work permit duration and renewals, IRCC typically issues the work permit for the employment duration outlined in the LMIA, subject to passport validity and program-specific conditions. Temporary foreign workers can apply for a work permit renewal if the employer has demonstrated that they require the continued presence of the worker, and has received a positive or neutral LMIA. As a service delivery department, IRCC sets user fees at a level to recover the costs of work permit processing, including for work permit applications submitted by foreign nationals destined to work in the agricultural sector. The revenue from those fees is not available for re-spending by IRCC. In addition, employers in the agricultural sector are exempt from paying the \$1,000 LMIA fee.

With respect to the Report's recommendation that the Program become a pathway to permanent residency for those workers who want it, the Government acknowledges this recommendation. Program stakeholders have long been seeking improved pathways to permanent residency. Migrant worker advocates hope to mitigate the vulnerability inherent in an employer-specific work permits by providing TFWs with increased labour mobility, and employers hope to fill urgent labour needs.

Facilitating transitions from temporary workers to permanent residency is an important feature of the Canadian economic immigration system. Through the Minister of Immigration, Refugees and Citizenship's mandate letter commitment, the Government has been clear in its intention to expand pathways to permanent residence for international students and temporary foreign workers, including agricultural temporary foreign workers. The Agri-Food Pilot opened to applications in May 2020 to provide a pathway to permanent residency for temporary foreign workers in certain agricultural occupations and industries under the TFWP. In addition, the Rural and Northern Immigration Pilot, which is a community-driven program designed to boost economic development and fill labour market shortages, including in the food service and manufacturing sectors, welcomes new permanent residents to Canada's rural and northern communities. The Pilot is now in its third year, and has welcomed 1,003 newcomers as of May 31, 2022, which includes workers and their families.

Given the Atlantic Immigration Pilot's success in addressing regional labour market needs and increasing newcomer retention in the Atlantic region, the Department, along with the four Atlantic provinces, also transitioned the Pilot to a permanent program on January 1, 2022. Moreover, in May 2021, a new time-limited Temporary Resident to Permanent Resident Pathway was launched to support many essential workers in acquiring permanent residence in Canada, including those in the agriculture and agri-food sectors. Further to these federal initiatives, the Government jointly administers the Provincial Nominee Program with PTs to identify candidates who meet the evolving labour and economic development needs in regions across Canada and across various sectors, including in agricultural and agri-food sectors.

In addition, the Economic Mobility Pathways Pilot (EMPP), which is a complementary pathway for refugee labour mobility, will raise awareness among refugees of employment opportunities in the agriculture, food and beverage manufacturing sectors. Through this pilot, non-governmental organizations help to match refugees with Canadian employers seeking to fill full-time, year-round employment opportunities. Once a refugee has obtained a job offer, they can apply for permanent residence as a member of the economic class, and avail themselves of specific facilitation measures designed to remove barriers that refugees may face in applying via these established pathways.

However, improved pathways to permanent residency may not necessarily increase the long-term availability of workers in the agriculture and agri-food sector, since TFWs may well switch sectors after gaining permanent resident status. From a worker protection perspective, there are also challenges. Many TFWs are workers with experience in low-skilled occupations, with a limited knowledge of English or French, and may be at a significant disadvantage in the domestic labour market. Moving forward, IRCC is considering strategies to mitigate these challenges and will continue working towards improved pathways to permanent residency for TFWs while assessing and addressing its inherent challenges.

RECOMMENDATION 4

The Committee recommends that the Government of Canada consider exempting natural gas and propane used for essential agricultural activities—such as grain drying, irrigating land, and the heating and cooling of livestock barns— from the carbon pricing mechanism in jurisdictions where the *Greenhouse Gas Pollution Pricing Act* applies.

The Government acknowledges this recommendation and is taking proactive steps to provide targeted relief to the agriculture sector. The purpose of the *Greenhouse Gas Pollution Pricing Act (GGPPA)* is to reduce greenhouse gas emissions by ensuring that carbon pollution pricing applies broadly throughout Canada.

The GGPPA provides farmers with significant up-front relief of the fuel charge for gasoline and light fuel oil (diesel) used in tractors and other farm machinery. The GGPPA also provides greenhouse operators with upfront relief of 80% of the fuel charge on marketable natural gas and propane used to heat an eligible greenhouse, or to supplement carbon dioxide in an eligible greenhouse in order to grow or produce plants. In both cases, the relief is provided through the use of exemption certificates when certain conditions are met.

Recognizing that many farmers use natural gas and propane in their operations, the Government recently implemented a refundable tax credit for farming businesses operating in backstop jurisdictions starting for the 2021-22 fuel charge year. It is estimated that farmers would receive \$100 million in the first year, with this amount expected to increase as the price on carbon pollution rises. This aggregate amount is equivalent to the estimated fuel charge paid on propane and natural gas used in farm heating and drying activities in the four backstop jurisdictions of Alberta, Saskatchewan, Manitoba, and Ontario. As such, this program accomplishes much the same objective as in this recommendation. This initiative will also help farmers transition to lower-carbon ways of production by providing support to farmers, while also maintaining the price signal to reduce emissions.

As well, the \$165 million Agricultural Clean Technology Program supports the development and adoption of clean technologies, including those that increase energy efficiency and enable fuel switching on farms. In Budget 2022, the Government announced tripling funding for this

program through an additional \$330 million to increase the adoption and development of clean technologies. Furthermore, the \$200 million Agricultural Climate Solutions On-Farm Climate Action Fund supports the adoption of Beneficial Management Practices (BMPs) to reduce on-farm emissions, with an additional \$470 million announced in Budget 2022 to broaden and extend the program.

RECOMMENDATION 5

The Committee recommends that the Government of Canada explore opportunities to make domestic production more resilient in response to global events, notably geopolitical situations that may result in supply chain disruptions in the agricultural sector. The Government should also address the situation of Canadian agricultural producers and fertilizer distributors who purchased fertilizer from Russian suppliers before the implementation of tariffs on 2 March 2022 and clarify whether they are entitled to an exemption or other compensatory measures.

The Government supports the recommendation to explore opportunities to make domestic production more resilient. Canadian producers can access already established Business Risk Management programs, including AgriStability, AgriInvest, and AgriInsurance, that help them increase their resilience against uncontrollable risks, including production losses, increased input costs (i.e., fertilizer), and severe market volatility, such as supply chain disruptions. These programs will continue to form a key part of support to the sector as federal, provincial, and territorial Ministers have recently reached an agreement in principle for the Sustainable Canadian Agricultural Partnership, which is slated to start in 2023. Over the course of the agreement, Ministers agreed to implement new measures to the suite of BRM programs, which will make them more timely, equitable, and easy to understand, as well as better integrate climate risk. Ministers will continue to collaborate with producers to ensure they have a suite of programs they can rely on when they face extraordinary situations.

The Government acknowledges the recommendation regarding the issue of the tariff applicable to Russian fertilizer imports. The Government adopted the *Most-Favoured-Nation Tariff Withdrawal Order (2022-1)*, which came into force on March 2, 2022 as part of a broad and comprehensive set of sanctions to ensure that countries who seriously threaten and breach the rules-based international order cannot benefit from it. G7 Leaders endorsed this trade action on March 11, 2022 by committing to revoke the Most-Favoured-Nation status benefits of Russia's membership at the World Trade Organization.

Tariffs and taxes are set based on the date of importation, as opposed to the date of purchasing contracts. However, in order to prevent unfair tariffs on imports already on their journey to Canada, the Government exempted shipments already in transit at the time of entry into force of the Order from the new tariff treatment.

To preserve the integrity of Canada's Ukraine response measures, the Government will not grant retroactive exemptions from the tariff placed on Russian fertilizer, including fertilizer purchased before the measure's implementation. Government officials have conveyed this position to fertilizer importers and distributors, who are understood to be diversifying away from Russian sources by working to secure alternative suppliers of nitrogen fertilizers for the 2023 growing season. Numerous Canadian fertilizer companies have also announced plans to raise production of potash fertilizers to help answer medium and long-term demand domestically and abroad. The Government of Canada has also invested in various projects, most notably \$100 million through the Strategic Innovation Fund to BHP's Jansen Saskatchewan potash mine. The mine will be the world's largest and greenest potash mine, with an expected annual production of 4.4 million tonnes of potash (almost 20% of current production levels) by as early as 2026.

In response to high prices for fertilizer and other key inputs, AAFC has amended the Advance Payments Program (APP), a federal loan guarantee program that provides agricultural producers with easy access to low-interest cash advances, to help producers purchase the inputs they need for a productive growing season. Instead of receiving advances in two instalments, producers are eligible to receive their full 2022 advance immediately when they apply. Additionally, the program's interest-free limit was recently extended from \$100,000 to

\$250,000 for the 2022, and 2023 program years. As a result, participating producers will save on average \$5,500 in interest costs over the next two years, increasing their cash flows, and making the APP more affordable for Canadian agricultural producers. These changes are valued at \$61 million in support for the sector.

RECOMMENDATION 6

The Committee recommends that the Government of Canada work with the provinces and territories to immediately increase the coverage level of AgriStability to 85 % of losses and increase the payment trigger of AgriStability to cover losses below 85 % of the reference margin and that it apply this change fully in the provinces and territories that agree with this measure and cover the 60% of payments for which the federal government is responsible in the others.

The Government acknowledges this recommendation. While enhancing the AgriStability program is a priority for the Government, Business Risk Management programs are cost-shared, and changes to AgriStability require a consensus between the Government of Canada, and two-thirds of participating provinces and territories that represent at least 67% of program participation.

Through collaborative negotiations, on March 25, 2021, FPT ministers reached an agreement to remove the Reference Margin Limit at 60:40 F:PT cost-share and retroactive to the 2020 program year, which could increase payouts to producers by \$95 million annually.

In addition, on July 22, 2022, FPT ministers agreed to improve Business Risk Management programs, including raising the AgriStability compensation rate from 70% to 80%. This change should be ready to be implemented for the 2023 program year. At their meeting in July, FPT ministers also agreed to continue to work, and consult with industry, on a new AgriStability model that will be faster, simpler and more predictable.

RECOMMENDATION 7

The Committee recommends that the Government of Canada ensure that the Minister of Agriculture and Agri-Food work in close collaboration with the Minister of Transport and the Minister of Labour to ensure adequate shipping container availability for agricultural inputs and exports through Canadian ports.

The Government supports this recommendation. Global container supply chains continue to be under significant stress with record-high container freight rates due primarily to high consumer demand (particularly in the U.S.), COVID-19-related supply constraints (e.g., China port closures, labour shortages in transport, and warehousing), and severe congestion at global port gateways (especially in the U.S. and China) that has reduced operational vessel and container capacity. Against this backdrop, previous market consolidation amongst ocean carriers has led to three alliances of foreign companies that control over 80% of global container shipping, and 89% of Canada's container shipping market in 2021; however they are subject to competition rules. Canada has no deep-sea fleet, and a small market.

With such high demand for containers and for space on vessels, ocean carriers have increased rates to access containers, and have prioritized expedited return of empties back to Asia to be re-loaded for imports for North America. This has led to challenges primarily seen by Canadian export shippers (including in agricultural and forestry products) who rely on empty containers for loading cargo to be exported through the Port of Vancouver. According to Port of Vancouver data, The Vancouver Fraser Port Authority is reporting that more empty containers are currently being exported from the Port of Vancouver each month than full containers (recent as of June 2022). This indicates that ocean carriers are still emphasizing quick returns of containers to Asia, as opposed to allowing time for them to be loaded with Canadian export goods.

The Government understands the importance of containers for shipping agricultural inputs, and exports. Pulse and special crop shippers, for example, rely heavily on containers for export to small volume markets or for products shipped in bags. Additionally, the fragility of many special crops means they are not well suited to bulk transport by vessel. According to the Grain

Monitor, production volumes of special crops has increased 114% in the last 20 years, increasing the importance of container availability.

Ensuring that Canada's supply chains are resilient and fluid is a top priority for the Government. In this regard, the Minister of Transport launched a National Supply Chain Task Force to engage Canadian supply chain stakeholders and business leaders to examine pressing supply chain congestion, and fluidity issues in the Canadian and global contexts. In particular, the Task Force's mandate will consider the following:

- Examine pressing supply chain congestion and fluidity issues in the Canadian and global contexts, and assess the range of impacts on Canada's economy, including on the volume and value of trade and the capacity of infrastructure assets to accommodate trends in flows;
- Identify collaborative opportunities to support a resilient North American and global trade network, and address congestion by accounting for actions taken or considered by like-minded countries;
- Work with Canadian and international experts and partners to identify structural weaknesses, policy or regulatory impediments, and/or market power imbalances that impact competition in modal and multi-modal sectors;
- Identify the data, technology, and mechanisms that could be scaled to improve supply chain and transportation network visibility, optimization, coordinated planning, and resiliency, as well as contract certainty and conflict resolution options; and
- Identify areas of action or recommendations that could be directed to federal and other levels of governments and industry, to reduce congestion and improve the fluid and predictable operation of transportation supply chains.

In addition to the work of the Task Force to identify actions to help resolve supply chain congestion issues and facilitate longer-term stability and competitiveness, the Government will continue to engage with industry stakeholders and other partners, including PTs, to identify ways to improve supply chain efficiency, and resiliency.

RECOMMENDATION 8

The Committee recommends that the Government of Canada work with the provinces and territories—in partnership with stakeholders from agriculture, industry, and labour—to prepare a comprehensive labour strategy for the agriculture and agri-food industry, including a review and forecast of its labour and skill requirements and an assessment of short and long-term labour and skill availability. This strategy should take note of the sector's persistent labour shortages and consider the following issues in accordance with the powers of each jurisdiction:

- **ensuring Canada's agriculture and agri-food workforce can meet the sector's trade targets and help ensure greater food security and domestic food sovereignty, particularly in view of recent geopolitical events;**
- **attracting young people to the sector, including increased funding for youth training and job creation in the industry and efforts to build awareness of such options among Canadian students;**
- **developing incentives and other strategies to retain experienced workers, including an examination of federal social security programs to ensure workers are not penalized for remaining in the workforce after they reach retirement age;**
- **addressing long-term recruitment challenges in the sector by making it more attractive to Canadian workers, including by examining opportunities to leverage private capital for housing options for low- and middle-income workers in proximity to existing agriculture and agri-food facilities;**
- **evaluating the Temporary Foreign Worker Program and other Government of Canada initiatives that allow employers to recruit international workers to make sure they align with the sector's long-term needs;**

- **addressing worker shortages in ancillary sectors, notably commercial truck drivers; and**
- **investing in automation and production efficiency as a partial solution to labour shortages and making sure the agriculture and agri-food workforce has the technical skills necessary to keep the sector efficient and innovative.**

The Government supports this recommendation. In recognition of the criticality of the issue to Canada, the Prime Minister mandated the Minister of Agriculture and Agri-Food to develop a sector-specific Agricultural Labour Strategy, with the support of the Minister of Employment, Workforce Development and Disability Inclusion, and in partnership with provinces and territories, employers, unions and workers. The National Agricultural Labour Strategy is to address persistent and chronic labour shortages in farming and food processing in the short and long term. While the Strategy is being developed, AAFC is engaging with federal, provincial, and territorial partners, as well as employers, unions, Indigenous groups and underrepresented populations, workers, and other key groups to ensure the strategy reflects the unique needs of the sector, and to identify best ways to address chronic labour shortages across the country. Launched on June 27, 2022, the public consultations include an online questionnaire, open until September 28, 2022, and focuses on: the use of automation and technology; targeted skills development and training; employment incentives and best practices; improved working conditions and benefits; and programs to recruit and retain workers. The Strategy is expected to launch in early 2023.

The Government currently has a number of other activities designed to address labour challenges across sectors, including the agricultural sector. ESDC has many initiatives and programs that encourage Canadians, including underrepresented groups, to explore, prepare for, participate, and succeed in various jobs, including in the agriculture and agri-food industry. These initiatives include, but are not limited to: the Sectoral Workforce Solutions Program, Indigenous Skills and Employment Training Program, the Skills and Partnership Fund, the Red Seal Program, the Union Training and Innovation Program, and the forthcoming Employment Strategy for Canadians with Disabilities as part of the first-ever Disability Inclusion Action Plan. Budget 2022 notes that the Government will engage with experts on impact of a Career Extension Tax Credit on boosting the labour force participation of seniors who want to continue to work later in life. These initiatives and programs can support the short-term and long-term labour needs of the sector, and will be considered in the development of the Agricultural Labour Strategy.

The Government also recognizes that international labour will continue to make an important contribution to food production in Canada. The changes to the TFWP announced in ESDC's TFWP Workforce Solutions Road Map, as well as Budget 2022, aim to help the sector have access to the labour it needs, as well as ensuring the long-term stability of the TFWP. Transport Canada also has a Strategy to address labour and skills shortages, which focuses on recruiting and retaining a new talent pipeline to the sector, including women, youth, Indigenous Peoples, and new Canadians. The Strategy will help address transportation labour and skills shortages, which are a key supply chain issue in agriculture and other sectors, and will include pillars on research, data and analysis, promotion, awareness and outreach; options to expand established and new labour and skills programs to consider transportation interests; and a modernized approach to regulations.

Finally, AAFC, with support from ISED and other partner departments, continues to provide financial support to accelerate research, technology development, and automation in the Canadian agri-food sector, and to potentially alleviate particular labour challenges.

RECOMMENDATION 9

The Committee recommends that the Government of Canada establish the National Trade Corridors Fund as a permanent program used to leverage and attract increased private sector financing that directly supports a national supply chain strategy, including predictable and reliable infrastructure to move agricultural commodities and agri-foods.

The Government supports this recommendation in principle, as it continues to invest in transportation infrastructure to strengthen the fluidity of Canada's supply chains, improve access to markets, and facilitate the movement of goods, including agricultural and agri-food commodities.

Established in 2017, the National Trade Corridors Fund (NTCF) is a competitive, merit-based program designed to invest in transportation infrastructure projects that address bottlenecks to trade and that strengthen the efficiency and reliability of the country's supply chains. The program is flexible so it can evolve and address emerging trade and transportation priorities. In this context, two recent calls for proposals have been focused on *Relieving Supply Chain Congestion at Canadian Ports* and *Increasing the Fluidity of Canada's Supply Chains*.

As of July 2022, \$2.7 billion in funding has been invested towards 134 projects across Canada, which have leveraged more than \$5.8 billion in infrastructure investments from public and private project partners across every province and territory:

- In Western Canada, NTCF investments of approximately \$1.1 billion for 51 projects, leveraging total investments of \$2.7 billion, are building stronger trade corridors to Pacific markets, expanding inland transportation connections, and better enabling agricultural and other producers to reach export markets. Specifically, the NTCF is contributing \$67.6 million to the Vancouver Fraser Port Authority's Burrard Inlet Road and rail network projects to improve the capacity and efficiency of service to terminals that export 10 million metric tonnes of Canadian grain each year;
- In Eastern Canada, NTCF investments of \$722 million for 55 projects, leveraging total investments of approximately \$1.7 billion, are enabling expanding opportunities from Canada's trade agreements with Europe and the Asia-Pacific, and growing demand from African markets. Specifically, the NTCF is investing \$5.5 million in Hamilton-Oshawa Port Authority's Pier 10 Capacity Expansion project to increase storage capacity for food and agricultural products destined for global markets, and investing \$18 million in Halifax Stanfield International Airport's cargo park project to enhance export capacity for Atlantic seafood products; and
- In Northern Canada, NTCF investments of \$935 million for 28 projects, leveraging total investments of approximately \$1.4 billion, are building resilient transportation connections to remote communities. Specifically, the NTCF is investing \$12.8 million in First Air's Cargo Warehouse at the Iqaluit Airport to increase storage capacity for both climate-controlled and refrigerated products, and reduce costly food spoilage due to weather delays or peak volumes.

The Government is committed to continue improving supply chain infrastructure to expand Canada's economic capacity and productivity, and drive long-term growth. Budget 2022 announced \$603.2 million to ensure that Canada's supply chains meet the needs of the economy, and withstand disruptions caused by climate change and global events. New funding initiatives include:

- \$450 million in new funding for the NTCF to support supply chain projects to facilitate the movement of goods across Canada's transportation networks, bringing total funding allocated to the program to more than \$4.6 billion since 2017. The program will be renamed to reflect the Government's focus on supply chains;
- \$136.3 million over the next five years, starting in 2022-23, to develop industry-driven solutions using data to increase our supply chains' efficiency, building on the success of initiatives like the West Coast Supply Chain Visibility Program; and
- \$16.9 million over five years, starting in 2022-23, to improve Canadian supply chains' competitiveness by cutting needless red tape, including efforts to ensure that regulations across various modes of cargo transportation (e.g., ship and rail) work effectively together.

Together, these investments will complement the work the Government is doing through the newly established National Supply Chain Task Force, whose recommendations will inform the development of a National Supply Chain Strategy.

RECOMMENDATION 10

The Committee recommends that the Government of Canada ensure Canadian railways have sufficient capacity and resilience to transport perishable goods, including produce and meats, in a safe and timely manner.

The Government supports this recommendation, as perishable commodities like produce and meats present additional challenges that require timely service. Recognizing the impacts of climate change, ongoing pandemic concerns, and the challenges of a globally integrated and complex supply chain that is responsive to market volatility and demand shifts, Transport Canada continues to engage with Canada's Class 1 railways to emphasize the importance of rail network capacity and resilience. Introduced in 2018 as part of the *Transportation Modernization Act*, Class 1 Railways are required to submit winter and grain reports that demonstrate their resiliency and ability to meet the needs of Canadian shippers. The Government continues to engage with its Class 1 railways on the importance of their annual grain and winter plans, and encourages them to continue to consult with Canadian shippers to inform underlying considerations that support robust planning exercises to move grain and other commodities, as well as to prepare for winter operating conditions.

Furthermore, in May 2022, the Government put forward its proposal to amend the *Transportation Information Regulations* for Canada's freight rail sector, which once enacted, would provide enhanced transparency and insight into Canada's rail performance with regards to the movements of specific commodities, including western grain, canola, and other agricultural and food products. The Government will continue to support transparency efforts within its supply chain and consider data-driven decisions to enhance the fluidity and reliability of its transportation network.

RECOMMENDATION 11

The Committee recommends that the Government of Canada, in collaboration with agriculture and agri-food stakeholders, the provinces and territories, and in respect of the competence of the latter:

- **revisit the recommendations from the *Canada Transportation Act* Review in 2015 and develop a clear performance and evidence-based National Supply Chain Strategy to ensure that supply chains are not vulnerable to labour disruptions, capacity constraints, or climate impacts, including natural disasters;**
- **name a supply chain commissioner or designate a minister with the responsibility of leading the industry-government task force to identify immediate solutions to address supply chain disruptions, notably those specific to containerized shipping.**

The Government acknowledge this recommendation. Building off the recommendations contained in the *Canada Transportation Act* Review (CTAR) Report, as well as stakeholder input from the Transportation 2030 consultations, the *Transportation Modernization Act* received Royal Assent on May 23, 2018. The Act is the principle legislative response to the recommendations of the CTAR.

In Spring 2022, the Minister of Transport established a Supply Chain Task Force to consult with industry and other supply chain partners with the goal to examine sector-specific challenges, and to make recommendations on short-term and long-term actions the Government could take to improve the efficiency and resiliency of national supply chains in support of economic growth. Stakeholders could submit their views to the Task Force on recommendations through a different consultation mechanisms, including an online portal for written submissions. The recommendations of the Task Force will inform the development of a National Supply Chain Strategy, a key commitment in Budget 2022.

Being developed as a whole-of-government effort, the National Supply Chain Strategy will consist of a unified approach to strategic investments – informed and shaped by industry advice – and will identify ways to increase system efficiency in the near term. Sustainable growth underpinned by a strong, efficient transportation system will be the focus for the longer term. This Strategy will also include efforts to strengthen the infrastructure that supports supply chains, and increase the use of digital tools and information sharing.

RECOMMENDATION 12

The Committee recommends that the Government of Canada work with provinces, territories, and industry to improve shipping container transparency, monitoring and specifically the capture and sharing of short-term data on container capacity movement and performance via transport truck and rail to ports and container ships, similar to the partnerships developed to monitor grain transportation, in order to enhance the competitiveness of the agriculture and agri-food supply chain.

The Government acknowledges this recommendation and will continue to work actively with provincial, territorial and industry partners to foster greater supply chain transparency and visibility. To this end, the Government has made significant investments or actions in this area, including:

- The National Supply Chain Task Force, launched by the Minister of Transport in March 2022, is examining supply chain pressures and will recommend actions to inform a National Supply Chain Strategy in the fall;
- Budget 2022 provided \$136.3 million over five years to develop industry-driven data solutions to increase the efficiency, resiliency and visibility of Canada’s supply chains by modernizing traditional practices, implementing digital solutions, collecting new real-time data, and developing predictive analytics and tools;
- Through the National Trade Corridor Fund, \$6.5 million was provided to the Vancouver Fraser Port Authority to develop the West Coast Supply Chain Visibility Program which includes a near real-time dashboard to measure the performance of 90% of supply chain traffic through the Port of Vancouver, and the Port of Prince Rupert. This will help facilitate the coordination and the optimization of existing transportation assets and the better planning of new public and private investments. Transport Canada also continues to support other emerging digitization and visibility projects, such as at the Port of Halifax, and the Port of Saint John. Additionally, \$1.3 million was awarded to develop a digital platform for sourcing and managing empty shipping containers, thus improving container management and reducing costs for Canadian importers and exporters;
- The Government continues to improve data transparency and supply chain visibility through the Canadian Centre on Transportation Data (CCTD) launched in 2018 by Statistics Canada. Through the Transportation Data and Information Hub, the CCTD developed comprehensive, timely, and accessible multimodal transportation data and system performance measures that support better decision making at all levels; and
- The Government is currently amending the Transportation Information Regulations to collect more detailed rail service and performance information from Class 1 rail carriers, including information specific to the movement of intermodal containers. This information would be published on Statistics Canada’s Transportation Data and Information Hub.

RECOMMENDATION 13

The Committee recommends that the Government of Canada examine the issue of concentration in the international shipping industry and take the necessary measures to ensure the availability of shipping containers at ports for agricultural products, such as an investigation under section 49 of the *Canada Transportation Act*. The Government of Canada

should also review its legal regime for international shipping lines, notably their exemption from certain provisions of the *Competition Act*.

The Government acknowledges this recommendation. Canada has a keen interest in reliable and fluid supply chains that serve our shippers well. The Government recognizes the importance of containerized shipping for Canada's food and grain exports.

Transport Canada (TC) is working in collaboration with other federal departments, provinces and territories, Indigenous communities, industry partners, and other stakeholders to develop effective approaches to address supply chain disruptions. TC commissioned an independent study of ocean container shipping competition, which included confidential stakeholder consultations. TC continues to review this study, and ongoing industry developments.

The Government recognizes the importance of competitiveness in international shipping, and Canada's competition law, the *Competition Act*, has been strengthened through the passage of the *Budget Implementation Act, 2022, No. 1*. The recent amendments increase the force of the law through higher possible penalties and broadening the scope of conduct the Competition Bureau can review, including private access to the Competition Tribunal for those impacted by abuse of dominance. The Government also announced an upcoming comprehensive review of competition policy, and will seek input from a wide variety of stakeholders during this process.

In light of pandemic-related disruptions to global markets, the Competition Bureau has joined its counterparts in the United States, Australia, New Zealand, and the United Kingdom in a new working group focused on sharing information to identify and prevent potentially anticompetitive conduct in the global supply, and distribution of goods.

RECOMMENDATION 14

The Committee recommends that the Government of Canada ensure the joint working group concludes its efforts to create an effective Code of Conduct for the Canadian grocery sector that is mandatory, enforceable, and applied as consistently as possible across the country, while respecting provincial and territorial jurisdiction in this area

The Government supports this recommendation in principle. In July 2021, FPT agriculture ministers called on industry to develop consensus on a proposal for a code of conduct, and an approach to dispute resolution to improve predictability, transparency, and fair dealing in supplier-retailer relations. The Government acknowledges the need for a nationally consistent solution, and the complexity of the issues involved to develop an effective Code of Conduct for the Canadian grocery sector. An industry-led process was launched in August 2021, and continues to make important progress. To help advance these efforts, the Government has provided various supports, such as contracted facilitation/secretarial support, and access to domestic and international expertise and analysis. Federal, provincial, and territorial Ministers of Agriculture heard from the Industry Steering Committee co-chairs at the most recent annual conference on July 21, 2022. Ministers thanked industry for their significant work on building consensus, and emphasized the need for timely completion of a grocery code of conduct. Ministers expect industry to conduct broader consultation with the full supply chain on the proposed code in the early fall in order to present a completed code by the end of November 2022.

The Government will continue to work in collaboration with provinces and territories, and with industry to support the development and implementation of a practical and lasting solution that strengthens Canada's food supply chain, and enables all supply chain partners to thrive.

RECOMMENDATION 15

The Committee recommends that the Government of Canada strengthen food security and mitigate the risks of long supply chains by supporting local food systems and encourage programming and specific funding in the next agricultural policy framework agreement with the provinces and territories (2023-2028) to diversify and strengthen regional food infrastructure and processing facilities, including small abattoirs to support existing supply chains. The federal government should also examine the streamlining of federal and

provincial health and food safety standards and consider working toward a mutual recognition of such standards for processing facilities.

The Government supports the recommendation related to strengthening food security, and mitigating risks within supply chains. As outlined in the Guelph Statement in November 2021, and the FPT ministers meeting in July 2022, the Sustainable Canadian Agricultural Partnership for agriculture will support sustainable agriculture and economic growth by supporting new or emerging value-added and processing opportunities through regional food infrastructure and processing facilities.

The Government supports in principle the recommendation related to streamlining federal and provincial health and food safety standards, and having them mutually recognized. The Government recognizes that legislative, regulatory, and policy differences between jurisdictions can cause challenges for businesses to expand their markets through domestic and international trade. The Government works with provinces and territories through the Canadian Free Trade Agreement (CFTA), and other fora, to ensure laws, regulations, and policies facilitate the domestic trade of agriculture and agri-food products. The CFTA established the Regulatory Reconciliation and Cooperation Table (RCT) in 2017 to oversee the alignment of federal, provincial, and territorial regulatory frameworks to reduce regulatory divergences, to facilitate innovation and growth in emerging industries, and to streamline approvals to make the administrative process easier for businesses. The RCT committed to examine food and meat inspection processes as part of their work plan for regulatory reconciliation and cooperation. Progress was made towards four pilot projects that focus on specific inter-provincial trade challenges in border towns, with a view to share best practices with all provinces and territories.

With the full coming into force of the *Safe Food for Canadians Act/Regulations (SFCA/SFCR)* in 2019, the outcome-based requirements have provided the industry (including small and medium-sized businesses subject to the SFCR) flexibility in selecting innovative, cost effective, and appropriate controls to achieve food safety outcomes. Once licensed under the SFCR, food businesses can take advantage of both domestic and international market opportunities. At the FPT meeting in July 2022, agriculture ministers discussed the importance of reducing barriers to interprovincial trade, and welcomed four pilot projects focused on domestic trade in border regions and ready-to-grow plants. To this end, the CFIA, in collaboration with AAFC and a number of provinces, are working to develop concrete plans for potential pilots to address specific trade and supply challenges faced by food businesses located in and around PT border communities.

In collaboration with the provinces and territories, the CFIA also developed a comparability tool where a province or territory can voluntarily self-assess either their overall food safety systems, or specific sectors (such as red meat), against the internationally recognized federal standards. These comparisons can help determine similarities between regulatory requirements and approaches to oversight, and identify gaps or areas for enhanced collaboration. While self-assessments do not mean that a province or territory will meet federal standards, they do help in identifying similarities or differences between federal and provincial/territorial systems, and where future investments could be made to increase consistency across the country and between provinces. This process provides valuable insight to inform discussions and future work, or investments associated with this priority.

RECOMMENDATION 16

The Committee recommends that the Government of Canada help agriculture and agri-food supply chain participants located in rural communities adapt to an expected increase in climate change-related extreme-weather events through investments in critical infrastructure including, but not limited to, irrigation, roads, bridges, flood mitigation and the expansion of reliable and affordable access to rural broadband and cell phone coverage in cooperation with provincial and territorial governments.

The Government supports this recommendation. The Government recognizes the vital importance of a resilient agriculture and agri-food sector that is able to adapt to climate change, and continue to grow sustainably.

The Government of Canada is committed to protecting communities across the country from the threats of climate change such as floods, wildfires, and drought. Since 2018, the Government has committed almost \$3.4 billion through the Disaster Mitigation and Adaptation Fund to help communities remain resilient in the face of natural disasters triggered by climate change. Since the program began in 2018-19, a total of 70 projects with a federal contribution of over \$2 billion have been approved. Projects funded include a range of mitigation solutions such as the construction of dams and dykes to prevent flooding; water infrastructure improvements to reduce the impacts of permafrost, and fuel management mitigation initiatives to lower the risk of wildfires.

The Canada Infrastructure Bank (CIB) also has a \$5 billion long-term investment target to invest in trade and transportation infrastructure, which includes opportunities in agriculture-related infrastructure, ports, freight, highways, roads, bridges, tunnels, inter-regional, and passenger rail. Within this, the CIB's 2020 Growth Plan aims to invest \$1.5 billion in transformative irrigation infrastructure projects for the agriculture sector under its plans for the trade and transportations sector. The benefits of this new initiative include the addition of an estimated 700,000 acres of newly irrigated land, increased food output, improved water resource management, more secure domestic food supply, and export opportunities.

Through the NTCF, the Government is investing in trade-enabling transportation infrastructure that connects rural producers to global markets. A primary objective of the NTCF is to invest in projects that increase the resilience of the Canadian transportation system in a changing climate, and ensure it adapts to new technologies and future innovation. To achieve this, applicants are required to assess climate risks related to their project and duly consider and integrate climate change and resiliency considerations in their proposal.

The Government also recognizes that broadband connectivity is essential for rural Canadians for work, school, finances, health care, and staying connected. The Government's overall approach to expanding access is anchored in Canada's *Connectivity Strategy -High-Speed Access for All*, paired with establishing marketplace frameworks to foster competition and investment, and effectively managing spectrum to encourage the availability of wireless services and 5G, an important technology for precision agriculture.

Key to the Connectivity Strategy is the Universal Broadband Fund (UBF), which was launched in November 2020 to expand connectivity in rural and remote communities in collaboration with provinces, territories, and other partners. The UBF, which will provide \$2.75 billion to support high-speed Internet projects across the country, builds on existing initiatives that continue to be rolled out. Since 2015, the Government has made a total of \$7.2 billion available for connectivity expansion through complementary initiatives. Collectively, these investments will ensure that 98% of Canadians are connected to high-speed Internet by 2026, with the goal of connecting all Canadians by 2030.

These investments are completed by additional approaches within agriculture and agri-food programs to build resiliency, such as science and on-farm programming to help the sector prepare for, respond to, and recover from climate-related risks like extreme weather. This includes developing more climate resilient crop varieties and on-farm technologies to improve water use efficiency, as well as business risk management programs. For example, under the Canadian Agricultural Partnership (2018-2023), up to \$438 million is available for cost-shared programs between the federal and provincial/territorial governments, designed to raise producers' awareness of environmental risks, and accelerate the adoption of on-farm technologies and practices to reduce these risks, including protecting water resources through adoption of precision farming techniques, water-efficient irrigation systems, and controlled drainage systems, as well as developing more sustainable on-farm water supplies, including wells, reservoirs and other water retention projects. In July 2022, federal, provincial and territorial Ministers of Agriculture FPT agriculture ministers committed that the next policy framework will continue efforts to meet these objectives.

RECOMMENDATION 17

The Committee recommends that the Government of Canada, when addressing challenges to the agriculture and agri-food supply chain, give particular attention to reducing its environmental impact and strengthening its climate resilience.

The Government supports this recommendation. The Government recognizes the importance of an adaptable, resilient, and sustainable agriculture and agri-food sector that also maximizes profitability. The Government is committed to working with provinces and territories, the Canadian agriculture and food sector, and other stakeholders to develop and implement innovative solutions that help to mitigate the impacts of extreme weather events and increase carbon sequestration in agricultural land, while also improving the health of our soil, water, and biodiversity resources.

In March 2021, the Government announced the \$185 million, 10-year Agricultural Climate Solutions: Living Labs Program that will support on-farm co-development, testing, adoption, and monitoring of beneficial management practices to tackle climate change, including nature-based solutions that reduce greenhouse gas emissions, and enhance climate resiliency. Budget 2021 included an additional \$200 million for the On-Farm Climate Action Fund (OFCAF) to support producers in adopting beneficial management practices that store carbon and reduce greenhouse gases in three areas: nitrogen management, cover cropping, and rotational grazing practices.

Budget 2022 builds on these existing investments and proposes a number of new targeted incentives to fight climate change and protect our environment, namely an additional \$470 million to expand the On-Farm Climate Action Fund (OFCAF) and \$150 million for a resilient agricultural landscapes program – to be discussed with provinces and territories – intended to enhance the adoption of on-farm land use and management practices, such as maintaining and restoring grasslands.

The Government is also developing a comprehensive, integrated, and long-term Green Agriculture Plan that will bring a unifying vision, approach and framework to address environmental issues in the agriculture sector, such as adaptation and resilience, climate change mitigation, biodiversity, soil health, and water quality and availability. The Plan will define results for improving agri-environmental outcomes, and track progress on enhanced sustainability in the sector. The plan will also focus resources and action, and strengthen collaboration between FPT governments, Indigenous communities, stakeholders, industry, and other partners across integrated and intersecting agri-environmental issues.

The Government is also supporting the strengthening of climate and environmental resilience through other initiatives including the development of Canada's first National Adaptation Strategy, a commitment in Canada's Strengthened Climate Plan - *A Healthy Environment and a Healthy Economy*, establishment of a Canada Water Agency to find the best ways to keep our fresh water safe, clean, and well-managed, and resources to support climate-smart decision making offered through the Canadian Centre for Climate Services.

These investments are in addition to important initiatives under the Canadian Agricultural Partnership, a five-year, \$3 billion investment by FPT governments. Within this partnership, up to \$690-million in federal programs, such as AgriInnovate and AgriScience, are available to enhance sector competitiveness through research, science and innovation, with a focus on environmental sustainability and clean growth. Also, up to \$438 million is available for cost-shared programs between the federal and PT governments that are designed to raise producers' awareness of environmental risks, and accelerate the adoption of on-farm technologies and practices to reduce these risks, including to protect soil and water quality, to reduce emissions, and to conserve biodiversity.

CONCLUSION

The Government extends its gratitude to the Members of the Committee, and the witnesses that appeared before it, for their work to identify ways to address challenges and opportunities facing the Canadian food supply chain and its stakeholders from farm to fork.

The Committee Report and the federal initiatives detailed in this response highlight the important roles and contributions the Government makes in support of the ongoing efforts by the agriculture and agri-food supply chain. The Government will continue to work with the provinces and territories, agriculture and agri-food stakeholders, and other partners to support the short-term flexibility and long-term resiliency of Canadian food supply chains in areas such as labour, transportation infrastructure, and climate change to support its ability to provide goods to domestic and international markets.