



**Canada Border Security Agency (CBSA) – Advance Commercial Information (ACI)
Imports to Canada**

The Canada Border Services Agency (CBSA) will be implementing its requirements pertaining to Advance Cargo Reporting starting on April 21st, 2004. As part of these requirements, the Canadian government will require electronic reporting of detailed cargo data 24 hours prior to vessel loading at the foreign port of origin in order to conduct a security assessment of goods transiting Canadian ports.

The following highlights the key CBSA requirements:

- The CBSA will require that shipment data be submitted electronically via Electronic Data Interchange (EDI) at least 24-hours prior to cargo being loaded onboard vessels bound for Canada.
- The 24-hour rule applies to all cargo that will be discharged at a Canadian port and all Freight Remaining on Board (FROB) at a Canadian port (unless the goods have been loaded in the United States). In addition, bulk cargo and some break-bulk cargo may be exempted.
- At least 24-hours prior to loading, the carrier must report primary cargo manifest data and, when required, either the carrier or a Freight Forwarder with an approved CBSA bond must report supplementary data as defined in the CBSA Participants Requirement Document (PRD).
- Should an eligible Freight Forwarder elect to transmit supplemental data directly to the CBSA, we will provide a unique Cargo Control Number (CCN) at time of booking which forms an essential consignment identifier in the EDI transmission. As a general rule, supplemental data is required when the shipper is a Freight Forwarder or when the ultimate consignor/consignee is not identified on the ocean carrier Bill of Lading (primary data).
- At the supplemental level, the CBSA will require detailed shipment information including but not limited to items such as the actual shipper and ultimate consignee's name and address as well as an accurate and detailed description of the cargo.
- Where risks are identified or information is missing, *Risk Assessment* messages will be issued by the CBSA to the operating carrier who filed the preliminary data. These may also be issued to the party filing the supplemental data.
- Detailed implementation timelines and details are still being finalized and will be communicated as soon as they are confirmed by the CBSA.

It should be noted that due to this new regulation, any missing information, incorrectly filed or late data transmissions will subject the consignment to loading delays as well as increase the possibility of examination.

Please rest assured that TWS has been working diligently to ensure that our processes and systems are compliant with the new requirements. We are currently reviewing processes and policies within all relevant areas of our operations including local documentation cut-off times. A Customer Service Representative will advise you of the container and documentation cut-off times at the time of booking.

TWS has been working with the various government agencies to create a secure supply chain and is committed to keeping you informed. We will continue to communicate further developments on this and future regulatory requirements. Should you have any questions, we encourage you to contact your TWS representative and to review the documentation and Frequently Asked Questions available on the CBSA website at www.cbsa-asfc.gc.ca/import/advance/menu-e.html