



NOTICE TO CUSTOMERS

CANADA CUSTOMS - (ACI) - ADVANCED COMMERCIAL INFORMATIONS

Since 2004 the Canada Border Services Agency (CBSA), has implemented ACI (Advanced Commercial Information) which requires mandatory electronic transmission of marine cargo data in accordance with the 24-hour rule. This measure has been taken to identify cargo of high risk before they reach Canada.

Under the ACI regulations, all marine carriers will be required to report cargo data electronically at least 24 hours prior to vessel loading at the foreign port.

RULES COVERING CARGO DISCHARGING OR PASSING THROUGH CANADIAN PORTS

→ Submission of Import, Transit, transshipment and FROB cargo information

CMA CGM or its representative at the main line ports/transshipment ports where the cargo is loaded on the vessel physically calling in a Canadian port must declare cargo information in advance to Canada Border Service Agency (CBSA) for each below listed cases:

- Cargo discharged in Canada for local import or transit to USA
- Cargo transhipped in a Canadian port no matter what the final destination is
- FROB cargo (Freight Remaining On Board) during vessel's call at a Canadian port

→ NVOCC Filing

Freight forwarders (NVOCC's) have been allowed to transmit their own House Bill details (i.e. actual shipper, ultimate consignee, the precise description of goods etc,...) directly or through a third party service provider. If, however, the freight forwarder chooses not to use the service provider option, then they must provide above shipment details to the carrier, who will then transmit the data to Customs on their behalf. Failure to provide accurate data within the 24 hours of cargo loading will result in the delay of the loading in the foreign port, increased examinations and potential penalties.

→ **Cargo information to be submitted**

The mandatory data elements to be included in the transmission are:

- Shipper's complete name and address.
- Complete name and address of the consignee or the owner or owner's representative.
- Exact English description of goods. "Freight all kinds", "general goods, ..." is not allowed.
- Piece count per container, i.e. number of cartons rather than number of pallets.
- Container numbers.
- The seal numbers for all seals affixed to containers.
- Internationally recognized hazardous material code (not just the commercial name) + IMO class and UN number as well as emergency contact telephone number if applicable.
- The wording "S.T.C. / said to contain" is not to be mentioned on the bills of lading or cargo manifests.

This required cargo information is to be transmitted to CBSA system least 24 hours prior to vessel loading at the foreign ports.

To comply with this regulation CMA CGM or its representatives will required from its customers **complete and accurate Shipping Instructions**.

The documentation closing time, set-up in CMA CGM procedures will be adjusted accordingly, following the same guidelines as those enforced in other "24-hour Advanced Declaration Rules" countries. Please contact your local CMA CGM agents for more information.

For more information, please visit:

CBSA web site at <http://www.cbsa-asfc.gc.ca/>