

DRIVER MANUAL

CANADA < > USA

BORDER CROSSING PROCEDURES

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Printed in Canada

ACKNOWLEDGEMENTS

This manual was originally researched during the spring of 1989 and included the author riding with four drivers crossing at the Ambassador, Bluewater, Queenston/Lewiston (International) and Peace bridges, between the United States and southern Ontario. On-going *co-operation* and liaison with various Customs officials and facilities personnel, too numerous to list, throughout Canada and the United States allows the continued up-dating task much, much easier. To each, I extend my thanks.

Change is continuous, Canada Customs have introduced new Line Release programs since the initial publication. Customs facilities have changed dramatically at Detroit and Port Huron, MI., as well as at Windsor, ON. With this print we have also included one of the major crossings between the United States and the province of Quebec at Champlain, NY. / Lacolle, QC. A total of twenty-two (22) commercial Frontier Ports of Entry between Canada and the United States have now been research. Personal visits to each location by the author were completed during late 1993 and early 1994. All are included in our **NATIONAL MANUAL**. Telephone (905) 628-5515 for information and pricing.

CAUTION

It is apparent from the numerous changes included in this up-date, Customs procedures and regulations can and do change. Only the actual legislation, regulations and notices published by the respective governments will provide proper interpretation. Our pledge is to keep this publication as current and accurate as possible but we cannot accept responsibility for procedural changes, errors or omissions.

For clarification, the following government departments can be contacted at either Ottawa, ON (Canada), Washington, DC (United States) or the Port of Entry, as the individual circumstances may dictate.

CANADA

Revenue Canada, Customs & Excise, Commercial Operations
Agriculture Canada

UNITED STATES

Department of the Treasury, U. S. Customs
U.S. Department of Agriculture

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GOODS TO CANADA

FROM SHIPPER

RECEIVE: Bill of lading, Canadian Customs/Commercial Invoice, Certificate of Origin and (Shipper's Export Declaration - *Form 7525V*, if supplied). Take note of any special instructions given.

BEFORE LEAVING UNITED STATES

PREPARE: Canadian Customs Cargo Control Document - *Form "A 8A"*. Know Canadian Customs Broker and where shipment(s) will be released by Customs. Know your trailer licence number. If goods are moving with a Shipper's Export Declaration (*Form 7525V*), it must be handed in before leaving U.S.

GOODS THAT REQUIRE SPECIAL HANDLING:

Products that require inspection by Agriculture Canada.

Auto Parts for "production" or "service" consigned to CHRYSLER, FORD or GENERAL MOTORS for possible On Line Release.

Look for additional papers provided by the shipper, that will require a stop at U.S. Customs **before** leaving the United States. Look for the following forms;

- 3495 Application for Exportation of Articles Under Special Bond, for - BOND EXAMINATION.
- 4455 Certificate of Registration, for - EXAMINATION.
- { 7512 Transportation Entry and Manifest of Goods Subject to
- { or Customs Inspection and Permit (IT and T&E Bonds),
- { 7512E for - BOND CANCELLATION.

- { 7512B *United States - Canada Transit Manifest - Joint US/Cdn*
- { for - BOND CANCELLATION. Cdn Goods in transit
- { or through U.S. - Cdn carriers only, *Form "A 8B"*
- { 7512E for - PREPARATION OF BOND. U.S. Goods in
- { transit through Canada - US carriers only.
- 7512C Transportation Entry and Manifest for Goods, for - BOND CANCELLATION.
- 7539 Side C - Drawback Entry Covering Rejected Merchandise
- Side J - Drawback Entry Covering Same Condition
- Merchandise, - each for EXAMINATION

ON ARRIVING CANADA

Present a completed "A 8A" to Canada Customs primary inspection. Report to Canada Customs secondary. Have release documents prepared by Customs Broker or be "Bonded" to an inland Sufferance (Customs) Warehouse.

DO NOT LEAVE CUSTOMS COMPOUND UNTIL RECEIVING A "CUSTOMS STAMPED" - "CUSTOMS DELIVERY AUTHORITY COPY" OF "A 8A" FOR ALL SHIPMENTS, OR BEEN "BONDED" AND TRAILER SEALED WITH A CANADIAN CUSTOMS SEAL.

GOODS TO U.S.A.**FROM SHIPPER**

RECEIVE: Bill of Lading, Commercial Invoices, Certificate of Origin, (Revenue Canada - Export Declaration - *Form B-13* - if required). Take note of any special instructions given.

BEFORE LEAVING CANADA

PREPARE: US Customs "*CF 7533*" - **Inward Cargo Manifest**. Know the US Customs Broker. Know what is on the vehicle.

Note: U.S. Customs require the *CF 7533* be completed before arriving at Customs primary booth. Without a properly completed "Inward Cargo Manifest" the vehicle may be returned to Canada. Lack of this document will create unnecessary and lengthy delays.

GOODS THAT REQUIRE SPECIAL HANDLING:

Products that require inspection of U.S. Department of Agriculture

Auto Parts for "production" or "service" consigned to CHRYSLER, FORD or GENERAL MOTORS for possible **On Line Release**.

Line Release - Invoices with bar coded "C-4" sticker attached that identifies exporter and US Customs Broker.

Look for additional papers which may be provided by the shipper, that require a stop at Canadian Customs **before** leaving Canada. Look for the following forms:

<i>A 8A</i>	In Bond Customs Cargo Control Document, for - BOND CANCELLATION.
<i>A 8B (Cdn) / 7512B (U.S.)</i>	Joint Canadian / U.S. document United States - Canada Transit Manifest for - BOND CANCELLATION. U.S. Goods in transit through Canada - U.S. carriers only. to - PREPARE BOND. Canadian Goods in transit through the United States - Cdn carriers.
<i>B-13</i>	Export Declaration - Surrender to Cdn Customs
<i>E 15</i>	Identification of Goods Exported or Destroyed, for - EXAMINATION.
<i>E 29B</i>	Temporary Admission Permit, for - EXAMINATION.

ON ARRIVING UNITED STATES

Present completed "*CF 7533*" Inward Cargo Manifest to U.S. Customs primary inspection. Have Customs release documents prepared by U.S. Customs Broker. Deliver release paperwork, prepared by Customs Broker, to U.S. Customs secondary office. Be certain all shipments are released.

PERSONAL IDENTIFICATION

Proof of citizenship such as a passport, birth or naturalization certificate, should be carried. A driver's licence with photo may be helpful. Passengers must also have proof of citizenship.

PRESCRIPTION DRUGS

Prescription drugs ONLY, are allowed to enter either CANADA or the UNITED STATES. It is recommended a type written letter from your Doctor, confirming the need for prescription drugs, be carried. Severe penalties, including vehicle seizure, are possible if other than prescribed drugs are discovered.

GUNS AND WEAPONS

Both CANADIAN and U.S. CUSTOMS will seize any undeclared guns or other weapons they find being brought into either country. Customs must be notified of any weapons. ***Hand guns, mace and pepper spray cannot be imported into Canada!***

RADAR DETECTORS (Canada/United States)

Radar detection devices are illegal in Canadian provinces and territories for all vehicles. They are illegal for commercial vehicles throughout US.

DUTY FREE EXEMPTIONS

Canadian and U.S. residents, after 48 hours, are allowed Duty Free Exemptions for articles bought outside their respective countries of residence, if the goods are for personal or household use or for use as gifts but not for resale. Declare to Customs all goods purchased or acquired on return to your country of residence.

Pamphlets are available from both Customs services that explain dollar value allowed and type of goods that qualify for exemptions as well as the number of exemptions allowed per year. Restrictions apply to the amount of alcohol and tobacco that may be imported duty free.

METRIC CONVERSION

Kilometres to Miles

Canadian road speed limits are posted in **kilometres per hour (Km/H)**. Maximum speed, unless otherwise posted, outside cities is 80 Km/H (50MPH). In cities, unless otherwise posted, is 50 Km/H (30MPH). Controlled access roads are usually posted with maximum of 100 Km/H (60MPH). See following examples;

<u>Km/H</u>	equals	<u>MP/H</u>
100	=	60
80	=	50
50	=	30

To convert Km/H to MP/H multiply by .62. To convert MP/H to Km/H multiply by 1.61.

METRIC CONVERSION**Kilograms to Pounds**

<u>Kilogram</u>	equals	<u>Pounds</u>
1	=	2.2
100	=	220
1000	=	2200

To convert Kilograms to Pounds multiply by 2.2. To convert Pounds to Kilograms multiply by .4536.

Meters to Feet

<u>Meters</u>	equals	<u>Feet</u>
1	=	3'3"
4	=	13'1"
4.2	=	13'6"

1 Meter is the equivalent of 39.37"

Litres to U.S. Gallons

1 Litre is the equivalent of 0.264 U.S. gallon

AGRICULTURE CANADA

All goods entering Canada, of *animal origin, dead, alive or processed (by-products)*, dairy products, plants, vegetables, etc., require inspection by Agriculture Canada. This is in addition to Revenue Canada - Customs inspection and release. Agriculture Canada hours of operation are limited. Shipments requiring release outside their normal hours, must be arranged in advance directly with the department. They are not located at all Ports.

U.S. AGRICULTURE DEPARTMENT (USDA)

Meat, Poultry and other goods entering the United States, subject to USDA inspection, **MUST** include a certificate issued by Agriculture Canada. The exporter should determine from USDA in advance of shipping, location of US inspection facility. Generally these inspection facilities are not located at US Customs. The carrier has a maximum of 48 hours from shipping date to have goods inspected by USDA. Fruits, vegetables, nursery stock, etc., will generally be inspected by USDA - PPQ, at designated Frontier Ports of Entry. Animals or products requiring veterinarian inspection, subject to a "User Fee".

ANNUAL PROCESSING FEE DECAL - U.S. CUSTOMS SERVICE

Every commercial vehicle is required to pay U.S. Customs a Processing Fee when entering the United States. A calendar year - annual fee of \$100.00 U.S. funds, per vehicle is available. The issued decal is not transferable.

SINGLE TRIP ENTRY - USER FEE - U.S. CUSTOMS SERVICE

Commercial vehicles not displaying an Annual Processing Fee Decal will be charged a \$5.00 single trip entry. Only U.S. currency, in bills, is accepted.

CUSTOMS FORMS - Driver Responsibility to Complete

Generally there are two forms, one for each - Canadian and U.S. Customs - that are the driver's responsibility to complete, viz;

CANADA CUSTOMS	"A 8A"	EXAMPLE No. 1	Page 39
U.S. CUSTOMS	"CF 7533"	EXAMPLE No. 2	Page 41

Be certain all information is included and print legibly. **DO NOT USE RED INK**. It is the driver's responsibility to prepare each of these documents. An extra couple of minutes to properly prepare them, before arriving at Customs primary, will assist in securing release with a minimum delay.

CUSTOMS HOURS OF SERVICE - CANADA

Canada Customs is open 24 hours per day, 7 days per week at major Ports of Entry. **Not all Canadian Customs Brokers operate similar hours.** Many Customs Brokers operate - 08:30 hrs to 17:00 hrs Monday through Friday.

AFTER HOURS RELEASE, PORT OF ENTRY - CANADA

Shipments, other than **Line Release**, that will arrive Customs between 16:00 hrs and 08:30 hrs the following morning, Mon. through Fri. or all day Saturday, Sunday and Canadian Statutory Holidays, handled with a Customs Broker not operating 24 hours daily, can have an **after hours release** arranged. Call the Customs Broker or importer as early as possible, but no later than 15:30 hrs Mon. - Fri. to make an **after hours** request. All Customs Brokers will make these arrangements when instructed by their customer, the importer. The Customs Broker will be directed to do one of the following; **GOODS TO RECEIVE - A). after hours release B). Bond Inland for release** or **C). hold for Port of Entry release** - next working day.

Note: Goods must be presented for **after hours release only at Port of Entry established**. A shipment set-up with XYZ Broker, Ambassador Bridge, Windsor, ON., must enter Canada via Ambassador Bridge, Windsor, ON.

LINE RELEASE, PORT OF ENTRY - CANADA

- * **Automotive** - "production" or "service" parts only, consigned to CHRYSLER, FORD or GENERAL MOTORS. Documents must be bar-coded and require an "A 8A" be issued.
- * **PARS - Pre-Arrival Review System** - can be used for most truckload shipments not requiring Agriculture Canada or other mandatory inspection. Customs/Commercial invoice to be bar-coded. An "A 8A" is not required.
- * **F.I.R.S.T. - Frequent Importer Release System** - established in advance by the importer, usually for high volume, low risk commodities. Documents must be bar-coded. An "A 8A" is not required.

IN BOND - INLAND RELEASE

Importers may request goods move "In Bond" to an Inland Sufferance (Customs) Warehouse for release. There are 150+ Highway Sufferance Warehouses located throughout Canada with 50+ in each of Ontario and Quebec. *Generally, these Inland facilities operate only between 08:30 hrs and 16:30 hrs - Monday to Friday.*

The carrier must be Canada Customs Bonded or secure a single trip Bond. A bar-coded, carrier identified *Customs Cargo Control Document* - "A 8A" must be issued. The trailer will be sealed with a Canadian Customs seal that can only be broken in the presence and at the direction of a Customs Officer. Goods must move directly to the Inland Sufferance Warehouse, without intermediate stops for delivery or pick-up.

The "A 8A" must indicate the inland destination Port in the section "To/A" (2nd line - top left of "A 8A" form). Most inland destination Ports are identified by the community location, ie; London, ON, however in the Metropolitan Toronto area, where there are 4 separate Truck Sufferance Warehouses, they require more specific identification, viz;

<u>Name and location</u>	<u>Manifest: To/A</u>
Interport Sufferance Whse 5425 Dixie Rd MISSISSAUGA, ON (south of Hwy 401)	"TORONTO DIXIE - 496"
Midcontinent Truck Term 1608 The Queensway TORONTO, ON (east of Hwy 427, north of QEW)	"TORONTO QWAY - 498"
Transcargo Centre 61 Administration Rd CONCORD, ON	"TORONTO TC - 495"
Toronto Sufferance Truck Whse Sufferance Rd AGINCOURT, ON (off Kennedy Rd, north of Hwy 401)	"TORONTO KR - 499"

Example: Bond inland to Midcontinent Truck Term, Toronto crossing at Ambassador Bridge between Detroit, MI and Windsor, ON., write "A 8A" as;

Manifest from/Manifest de: **WINDSOR, ON - To/A: TORONTO QWAY**

Release procedure at the Inland Port is similar to Port of Entry. On arrival report to Canada Customs. Have release documents prepared by Customs Broker or importer. Secure "CUSTOMS DELIVERY AUTHORITY COPY of A 8A" for all shipments. **Do NOT deliver any shipment without Customs stamped Delivery Authority.**

CUSTOMS HOURS OF SERVICE - UNITED STATES

United States Custom Service is open 24 hours per day, 7 days per week at major Frontier Ports of Entry. Most United States Customhouse Brokers are open similar hours or available for call-in.

LINE RELEASE, PORT OF ENTRY - UNITED STATES

Automotive - "production" or "service" parts only, consigned to CHRYSLER, FORD or GENERAL MOTORS. Documents must be bar-coded and require an Inward Cargo Manifest (CF 7533) be issued.

ACS Automated Customs System - ABI Automated Broker Interface (other than Automotive above) established in advance by shipper/importer and U.S. Customs Broker, for highly repetitive shipments. Documents must be properly bar-coded and shipment(s) require an Inward Cargo Manifest (CF 7533) be issued.

IN BOND - UNITED STATES

The majority of goods entering the United States are released U.S. Customs at the Frontier Port of Entry. Circumstances may require goods to move "In Bond" for release inland or export. Only U.S. Bonded Carriers are permitted to transport this type of shipment. There is no provision for single trip Bond.

IN TRANSIT: "IT BOND" - documentation prepared will include *Form 7512* or *7512E - Transportation Entry and Manifest of Goods Subject to Customs Inspection and Permit*. A 7512 form may be accompanied by an identical number *Form 7512C - Transportation Entry and Manifest for Goods*. Shipments moving "In Bond" to a United States destination utilize this documentation. The goods and all documents must be presented to U.S. Customs at destination for inspection and release, before delivery - for cancellation.

TRANSIT and EXPORT: "T&E BOND" - documentation prepared will include both *Forms 7512 and 7512C OR 7512E*, as indicated above for In Transit. The goods and documentation must be presented to U.S. Customs at destination for inspection and cancellation with proper transfer recorded to an interchange carrier, regardless of mode.

CANADIAN or US Goods In Transit: "TRANSIT BOND" documentation will be *Form 7512B / A 8B - United States - Canada Transit Manifest OR 7512E*. Documents must be presented to U.S. and Canadian Customs at the respective U.S./Canadian Ports of Exit and Re-entry for examination and/or cancellation.

Note 1: *Form A 8B* is used for Canadian Goods moving "in transit" through the United States and returned to Canada (Canadian carriers). An identical numbered *Form 7512C - Transportation Entry and Manifest of Goods* may also be issued. Both documents must be presented for cancellation.

Note 2: United States Goods moving in transit through Canada and returned to the United States (U.S. carriers) will not have a *Form 7512C*.

GOODS ARRIVING CANADA

All goods arriving Canada must be reported with a **Cargo Control Document** ("A 8A"), except for **Line Release** shipments moving under **PARS** or **F.I.R.S.T.** programs. It is the driver's responsibility to prepare a bar-coded, carrier identified, **Customs Cargo Control Document Form** - ("A 8A") for each shipment transported (other than Line Release above). Carriers that are not Canada Customs Bonded will report goods using an Itinerant Carrier, bar coded Cargo Control Document ("A 8A-1") - identified with a prefix **2ITN.....**

EXAMPLE No. 1

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This document should be prepared in advance of arrival at the Canadian Customs primary inspection. Should the document be prepared by a Canadian Customs Broker, a charge may be assessed either to the carrier or importer.

Note: Revenue Canada, Customs and Excise - Customs Notice No. 468, dated September 10, 1990 was issued to clarify current policy regarding the bar-coding of Cargo Control Documents. "Freight forwarders, highway and express carriers who use privately printed cargo control documents are required to have the cargo control number printed in bar-code format effective September 30, 1990 unless exempted from this requirement by Customs. The effective date of this policy has not changed."

PREPARATION OF "A 8A" or "A 8A-1"

The following is taken, in part, from Canada Customs Memorandum D3-1-1, Appendix I, page 4 (effective at 92-01-31) and provides correct procedure for preparing a CUSTOMS CARGO CONTROL DOCUMENT(S)

10. **No. of Packages** - Indicate the quantity of goods being reported.

The following are different methods of reporting a shipment:

<u>No. of Pkgs.</u>	<u>Description and Marks</u>
3	Pallets containing 75 cases motor oil

Alternatively, the number of pieces may be shown in the quantity section with number of transportation units shown in the description of goods section, ie;

75	Cases of motor oil on 3 pallets
----	---------------------------------

In both cases, where more than one commodity is reported on a Cargo Control Document the TOTAL pieces must be indicated.

Notes:

In the case of bulk commodities, the quantity will be shown as "1" representing the one ship, railcar, trailer or truckload.

FRONTIER PORT OF ENTRY LINE RELEASES

AUTOMOTIVE, "PRODUCTION" OR "SERVICE" PARTS

Automotive Parts for "production" or "service" when destined to CHRYSLER, FORD or GENERAL MOTORS are generally given **On Line Release**. A Customs Cargo Control Document must be issued and marked "production" and/or "service" parts. The documentation provided by the shipper will also be bar-coded. Documents will be given to the Canada Customs Inspector at the primary booth. The Customs Inspector will return a Customs stamped "**CUSTOMS DELIVERY AUTHORITY COPY of A 8A**" to the driver.

Canada Customs may exempt reporting requirements by Customs Cargo Control Document "A 8A" for, empty bins, pallets, skids, tote boxes, etc., included in a "container bank". This program includes many auto and parts manufacturers.

PARS - PRE-ARRIVAL REVIEW SYSTEM

Shipments moving under the PARS, Line Release program do not require a Customs Cargo Control Document. In advance, usually a minimum of 2 hours before goods arrival, the Canadian Customs broker is provided a copy of the Customs/Commercial invoice with a "PARS sticker" affixed to the top right corner. This document, together with the Bill of Lading, can be transmitted by facsimile. If more than a one (1) page invoice, all copies must be forwarded, however only one (1) "PARS sticker" is used per shipment. SEND FACSIMILE TO ONLY ONE FRONTIER PORT! Goods must arrive at Canada Customs within 72 hours of Custom's receipt of the RMD package from the Customs Broker.

Driver to present **original bar-coded invoice**, with a photocopy, to the Customs Inspector at primary booth. Customs will advise driver if goods are released or require examination. The Customs Inspector will provide the driver with a Customs stamped copy (if originally provided by carrier) to driver to confirm release. This replaces the Customs Delivery Authority Copy of the "A 8A" and must be retained by the carrier. Should examination be required, the driver will be directed to Customs secondary. The driver should only report to Customs for PARS examination - not to a Customs Broker, unless so directed by Customs

F.I.R.S.T. - FREQUENT IMPORTER RELEASE SYSTEM

Shipments moving under the F.I.R.S.T., Line Release program do not require a Customs Cargo Control Document. The shipper will have prepared the necessary documents, which will be bar-coded with the Importer's/Customs Broker's identification.

Driver to present bar-coded documents to Customs Inspector at primary inspection booth. Customs will advise driver should an examination be required. The Customs Inspector will provide driver (when originally provided by carrier) a Customs stamped copy of the F.I.R.S.T., document for release. Should examination be required the driver will be directed to Customs secondary. If directed for examination, report only to Customs secondary.

IN BOND - INLAND HIGHWAY SUFFERANCE (CUSTOMS) WAREHOUSE

A Canada Customs bonded carrier may move goods inland for release. Carrier identified, bar-coded Customs Cargo Control Document(s) must be issued for each shipment.

The "A 8A" - Customs Cargo Control Document will be written to indicate Port of Entry for "*Manifest from/Manifeste de*" and the Highway Sufferance (Customs) Warehouse destination, shown for "*To/A*". Therefore a shipment to move "In Bond" from Frontier Port of Entry - Fort Erie, ON., to - Kitchener, ON., for Customs release, would have the "A 8A" written as follows;

"*Manifest from/Manifeste de*" - FORT ERIE, ON - "*To/A*" KITCHENER, ON

Goods must be transported directly from the Port of Entry to the Inland Warehouse. A Customs seal will be placed on the trailer, which can only be broken at the direction and supervision of a Customs officer at destination. **Do NOT deliver goods to consignee before release by Customs at the Inland Sufferance Warehouse.** A copy of Customs stamped "*Customs Delivery Authority Copy*" of "A 8A" will be provided driver, after goods are released.

Hours of operation for most Sufferance facilities are from 08:00 hrs to 17:00 hrs, Monday through Friday. Some offer extended hours for INPARS. These facilities are operated by private enterprise. A "User Fee" is assessed.

INPARS - Inland Pre-Arrival Review System

INPARS inland release is similar to the Frontier Port of Entry PARS Line Release, with one major exception - shipments moving under **INPARS** must utilize a carrier identified, bar-coded, **In Bond Customs Cargo Control Document** - ("A 8A").

In advance of arrival, the carrier must provide the Importer/Customs Broker with a bar-coded "*Long Room Copy*" of the *Customs Cargo Control Document*, "A 8A". The Importer/Customs Broker will prepare an RMD package for presentation to Canada Customs at the Inland Sufferance (Customs) Warehouse. (This system may be difficult to administer for an irregular route truckload motor carrier).

IN BOND - Diversion of Goods

Goods moving "In Bond" may be diverted only once from the originally manifested Inland Port destination. The driver will be instructed by a Customs Officer to either re-manifest (prepare a new "A 8A", referencing the *Previous Cargo Control No.*" in the appropriate section - centre, right of document) or issue a "*Customs Diversion Notice - Form A 30*". Improper diversion of a shipment will result in a penalty assessment by Canada Customs.

AGRICULTURE CANADA

Agriculture Canada must be contacted in advance to arrange their release outside normal business day - 08:00 hrs - 16:00 hrs, Monday to Friday.

GOODS ARRIVING UNITED STATES

Generally, all commercial goods arriving in the United States will require an "Inward Cargo Manifest" - Form CF 7533 be completed prior to arrival at United States Customs primary inspection booth. The form should be prepared with an original and 2 copies. An Inward Cargo Manifest should be issued for each Customs Broker, but may include more than one shipment that will be processed by the same Broker. The vast majority of shipments entering the United States for domestic US consumption will be released by Customs at the Frontier Port of Entry. Should goods require inland release, only US ***bonded carriers*** are permitted this type of move.

EXAMPLE No. 2

Inward Cargo Manifest

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After presentation of the Inward Cargo Manifest to US Customs primary inspection booth (other than Line Release - see below) the driver must proceed to the Customs commercial compound. Immediately deliver all documents to US Customs Broker(s). After securing release package(s) prepared by the Broker(s) report to US Customs commercial office and present documents prepared by Broker(s). Drivers will be notified by US Customs of release or examination requirement. **Do NOT leave U.S. Customs facility until advised that all shipments on vehicle have been released. No documentation will be provided the driver to confirm release!**

LINE RELEASE, PORT OF ENTRY - UNITED STATES

- * **Automotive** - "production" or "service" parts only, consigned to CHRYSLER, FORD or GENERAL MOTORS. Shipping documents must be bar-coded and shipment(s) require an Inward Cargo Manifest - Form CF 7533.
- * **ACS** (Automated Customs System) - **ABI** (Automated Broker Interface) for goods release (other than *Automotive* noted above). Shippers and receivers with highly repetitive shipments may apply, assisted with their US Customs Broker, for this Line Release privilege. Shipping documents must be properly bar-coded and require an Inward Cargo Manifest - Form 7533.

Not all "Line Release" shipments are released at the primary inspection booth. Some may require examination by Customs commercial operations (secondary).

QUOTA IMPORT RESTRICTIONS - UNITED STATES

The US Government has **quota import restrictions** for certain types of commodities. These can include **Sugar**, some types of **Steel** and some types of **Textiles**. There is not a fast release for quota shipments. It will usually take from 6 to 8 hours for Customs at the Port of Entry to obtain authorization from Washington, DC (available Mon. - Fri. only), to release goods.

Plan arrival at US Customs early, just before 08:00 hrs, to allow time for this process and secure release during normal business hours same day.

BRIDGE CROSSING PROCEDURES

The procedures outlined on the following pages, 16 through 36 inclusive, are for shipments that will be released by Customs - either Canadian or United States, at the respective Ports of Entry *without* "Line Release" privilege.

Various "Line Release" systems are available with detailed information provided elsewhere in the manual - see Table of Contents and reference pages 8, 10, 12 and 14.

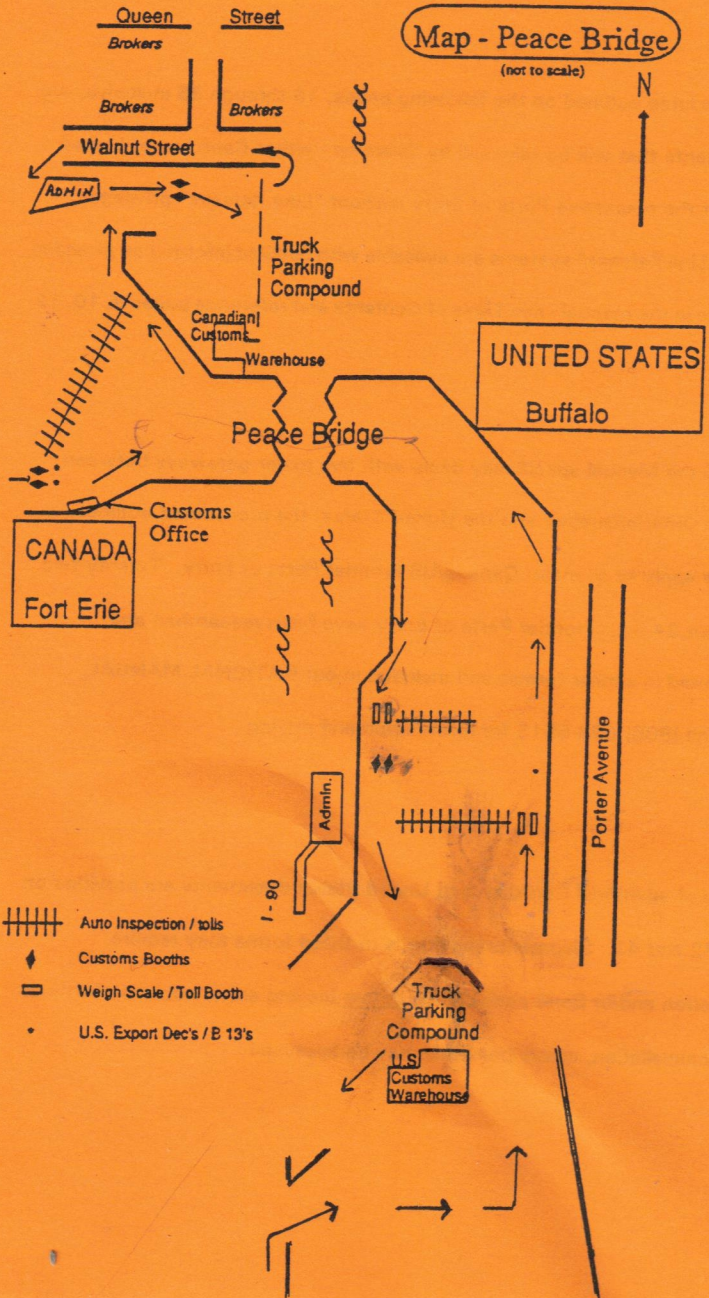
Although the Manual specifically deals with five major gateways between southern Ontario/Quebec and the United States, the procedures outlined generally apply to all major Canada/US Frontier Ports of Entry. Twenty-two (22) major 24 hour Frontier Ports of Entry have been researched and documented in similar format and included in our **NATIONAL MANUAL**.

Telephone (905) 628-5515 for information and pricing.

NOTE:

A listing of additional Canadian and United States documents are provided on pages 42 and 43. Shipments moving with these forms may require examination and/or Bond cancellation before leaving either country. Without proper cancellation, costly penalties may be assessed.

Between: Buffalo, NY and Fort Erie, ON



SHIPMENTS TO CANADA

BUFFALO, NY to FORT ERIE, ON

BEFORE ARRIVING AT PEACE BRIDGE

Carefully read all shipping documents, take note of any special instructions given by the shipper. Do any forms indicate a stop at US Customs before crossing to Canada? Do goods require Agriculture Canada inspection?

Separate shipping documents for US and Canadian requirements.

US *Forms - 3495, 4455, 7512, 7512B-C-E, 7525-V, 7539, etc.*

Cdn Prepare: "**Customs Cargo Control Document**" - Form "A 8A". Goods to be released Customs at Canadian Port of Entry - Fort Erie, ON., should be written **Manifest from: FORT ERIE, ON - To: FORT ERIE, ON**

EXAMPLE No. 1

Page No. 39

CROSSING BRIDGE

Present: Any of the above listed documents to US Customs Inspection Warehouse (to left before Toll Plaza) before crossing to Canada.

Pay toll (US entrance to bridge).

Present: Completed "A 8A" to Canadian Customs Officer at primary inspection booth. Inspector will return "A 8A" with an additional "Y 28" - **Report to Warehouse form.**

Park in Customs truck compound and report to Canada Customs - **Commercial Operations**. Present "A 8A" and "Y 28" - "A 8A" will be split with a portion returned to driver.

Deliver remaining "A 8A" copies with all documents to the designated Canadian Customs Broker(s) office. Most brokers are located across from Customs truck compound on Walnut or Queen Streets. Wait for Custom Broker to prepare necessary release documentation.

Return Broker's documentation to Customs - **Commercial Operations**, placing paperwork in basket marked "waiting" and go to designated drivers room to await call.

Call is by COMPANY NAME - report to Customs Office. For released goods, driver will be given a Customs stamped "**Customs Delivery Authority Copy - A 8A**".

Do NOT leave Canada Customs compound until a "**Customs Delivery Authority Copy - A 8A**" has been received for each shipment of goods "**Bonded**" for Inland Release.

SHIPMENTS TO UNITED STATES

FORT ERIE, ON to BUFFALO, NY

BEFORE ARRIVING AT PEACE BRIDGE

Carefully read all shipping documents, take note of any special instructions given by the shipper. Do any forms indicate a stop at Canadian Customs before crossing to the United States?

Separate shipping documents for Canadian and US requirements.

Cdn *Forms; A 8A, A 8B, B-13, E-15, E-29B, etc., if supplied.*

US Prepare: **"Inward Cargo Manifest" - Form CF 7533** - an original and 1 copy.

EXAMPLE No. 2

Page No. 41

CROSSING BRIDGE

Present: B-13 "Export Dec's" or any other Cdn documents listed above, to Canadian Customs booth or office before crossing to United States. Office is beside right curb lane, bridge entrance.

Pay toll (after crossing to Buffalo, NY., side of bridge).

Present: Completed "Inward Cargo Manifest" to US Customs officer at primary booth. A \$5.00 (US Funds) **User Fee** must be paid without an Annual Processing Fee Decal on tractor.

Park in Customs truck compound directly in front of US Customs Inspection Warehouse.

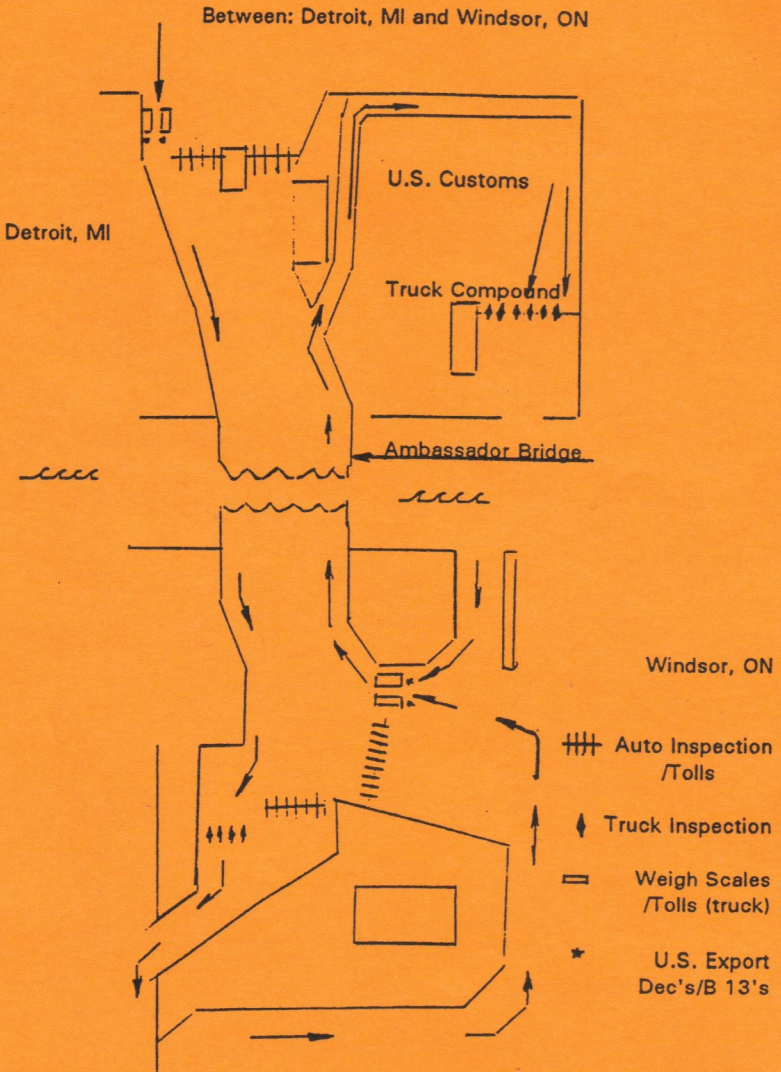
Deliver: "Inward Cargo Manifest" with all documents to the designated US Customs Broker. All Broker offices are located in the Customs Inspection Warehouse. Wait for Customs Broker to prepare the necessary release documentation.

Present: Documentation prepared by Customs Broker to US Customs office and place in Release Tray. Go to designated drivers room and wait call by DRIVER'S NAME.

Report: to Customs office when called. Driver will be told if goods are released or requires examination.

The carrier is not provided with a written release confirmation by US Customs. Do NOT mistake instructions of primary booth Customs Officer as release of goods. Unless goods are on "Line Release", all release documentation will be prepared by a US Customs Broker for presentation at the US Customs Inspection Warehouse. If uncertain - ASK! **PENALTIES CAN BE SEVERE!**

-20- Ambassador Bridge



Notes: See Page No. 23 for Map to Canada Customs Secondary facility - Ambassador Bridge, Windsor

See Page No. 25 for Map of U.S. Customs Commercial facility - Ambassador Bridge, Detroit

SHIPMENTS TO CANADA

DETROIT, MI to WINDSOR, ON

DANGEROUS OR HAZARDOUS GOODS CANNOT USE AMBASSADOR BRIDGE.

BEFORE ARRIVING AT AMBASSADOR BRIDGE

Carefully read all shipping documents, take note of any special instructions given by the shipper. Do any forms indicate a stop at US Customs before crossing to Canada? Do goods require Agriculture Canada inspection?

Separate shipping documents for US and Canadian requirements.

US *Forms - 3495, 4455, 7512, 7512B-C-E, 7525-V, 7539, etc.*

Cdn Prepare: "**Customs Cargo Control Document**" - Form "A 8A". Canada Customs bonded carriers must present goods with carrier identified, bar-coded "A 8A", to primary inspection. Goods to be released Customs at Canadian Port of Entry - Windsor, ON., should be written **Manifest from: WINDSOR, ON - To: WINDSOR, ON.**

EXAMPLE No. 1

Page No. 39

CROSSING BRIDGE

Note: All of the above listed documents (except 7525V Export Dec) must be presented to US Customs off Fort St before exiting to Canada.

Pay toll (US entrance to bridge) and deposit "Shippers' Export Declaration" - Form 7525-V where indicated at toll booth.

Present: Completed "A 8A" to Canadian Customs Officer at primary inspection booth. Must be completed before crossing to Canada. Inspector will return "A 8A" with a number stapled to "Customs Delivery Authority Copy". Trip to off-site location is monitored.

Drive directly to off-site Customs secondary inspection facility located at 4285 Industrial Drive. This is approximately 4 Km (2½ Miles) south, turning right off Highway No. 3 (Huron Church Road) onto Industrial Dr. See Map Page No. 23.

Park in Customs truck compound (behind - on west side of building) and **report immediately to Canada Customs Commercial operations.** Present "A 8A", it will be split with portion returned to driver.

Deliver remaining copies of "A 8A" with all documents to designated Canadian Customs Broker(s) office. Most brokers are located in this facility, with the remainder located across from Customs on Industrial Dr. Wait for Customs Broker(s) to prepare necessary release documents.

(cont'd Page 22)

Return Broker's documentation to Customs - Commercial Operations, placing paperwork in basket marked "waiting" and go to designated drivers room to await call.

Call is by COMPANY NAME - report to Customs Office. For released goods driver will be given a Customs stamped "Customs Delivery Authority Copy - A 8A" - additionally stamped with a - gate exit number.

Exit Customs truck compound using assigned - gate exit number to release and open gate.

Do NOT leave Canada Customs compound until a "Customs Delivery Authority Copy - A 8A" has been received for each shipment or goods "Bonded" for Inland Release.

DETROIT <> WINDSOR TUNNEL CROSSING

DANGEROUS OR HAZARDOUS GOODS CANNOT USE THE TUNNEL

The tunnel is an alternate crossing available between Detroit, MI and Windsor, ON. There is a maximum height restriction of 13' 2".

For commercial traffic to **CANADA**, limited hours of service are 08:00 hrs - 23:30 hrs - Monday to Friday, excluding Canadian statutory holidays. Customs Brokers work similar limited hours of service.

For commercial traffic to **UNITED STATES**, limited hours of service are 00:01 hrs - 23:59 hrs - Monday to Friday. Customs Brokers work similar limited hours of service.

Properly documented, bar coded **Line Release** shipments entering either country is available 24 hours per day, 7 days per week.

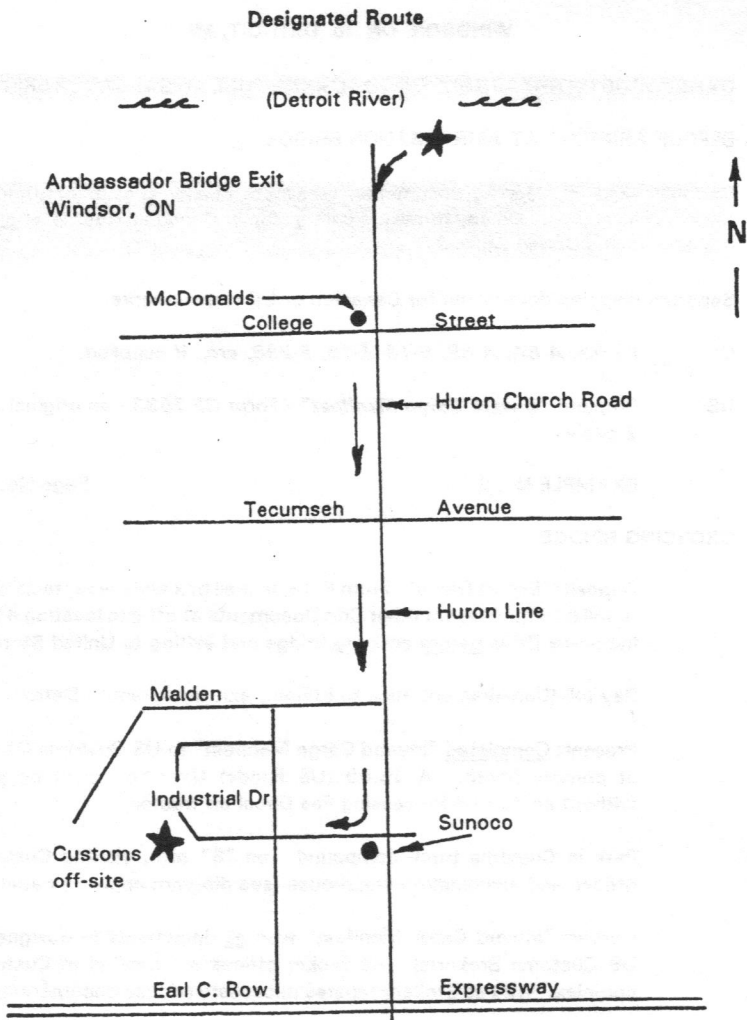
DETROIT <> WINDSOR BARGE FERRY CROSSING

Barge Transport Inc operates a barge ferry service between Detroit, MI and Windsor, ON. This service accepts Dangerous and Hazardous Goods, Weight and Dimensional shipments not acceptable to cross the Ambassador Bridge and/or Detroit/Windsor Tunnel.

DETROIT departures: - 07:00, 09:00, 11:00, 13:00 and 15:00 Mon-Fri

WINDSOR departures: - 08:00, 10:00, 12:00, 14:00 and 16:00 " "

It is recommended Customs documents (Invoices and Bill of Lading) be faxed, in advance, directly to the Canadian Customs Broker's - tunnel office, for shipments destined to Canada. US destined shipments should have similar documents sent to the US Customs Broker's office - Detroit. In both cases, indicate ETA and "**BTI SERVICE**" will be used between Detroit and Windsor.



- Driver must report directly to off-site at 4285 Industrial Dr.
- Do not leave the designated route.
- Driver must report to Canada Customs immediately on arrival at off-site yard.

FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN FINES AND/OR SEIZURE OF GOODS.

SHIPMENTS TO UNITED STATES

WINDSOR, ON to DETROIT, MI

DANGEROUS OR HAZARDOUS GOODS CANNOT USE AMBASSADOR BRIDGE

BEFORE ARRIVING AT AMBASSADOR BRIDGE

Carefully read all shipping documents, take note of any special instructions given by the shipper. Do any forms indicate a stop at Canadian Customs before crossing to the United States?

Separate shipping documents for Canadian or US requirements.

Cdn *Forms; A 8A, A 8B, B-13, E-15, E-29B, etc., if supplied.*

US Prepare: "*Inward Cargo Manifest*" - Form CF 7533 - an original and 2 copies.

EXAMPLE No. 2

Page No. 41

CROSSING BRIDGE

Deposit: "Export Dec's" - Form B-13, in mail box style receptacle prior to toll booth. Present other Cdn Documents at off-site location 4285 Industrial Drive before entering bridge and exiting to United States.

Pay toll (Canadian entrance to bridge), exit truck ramp - Detroit.

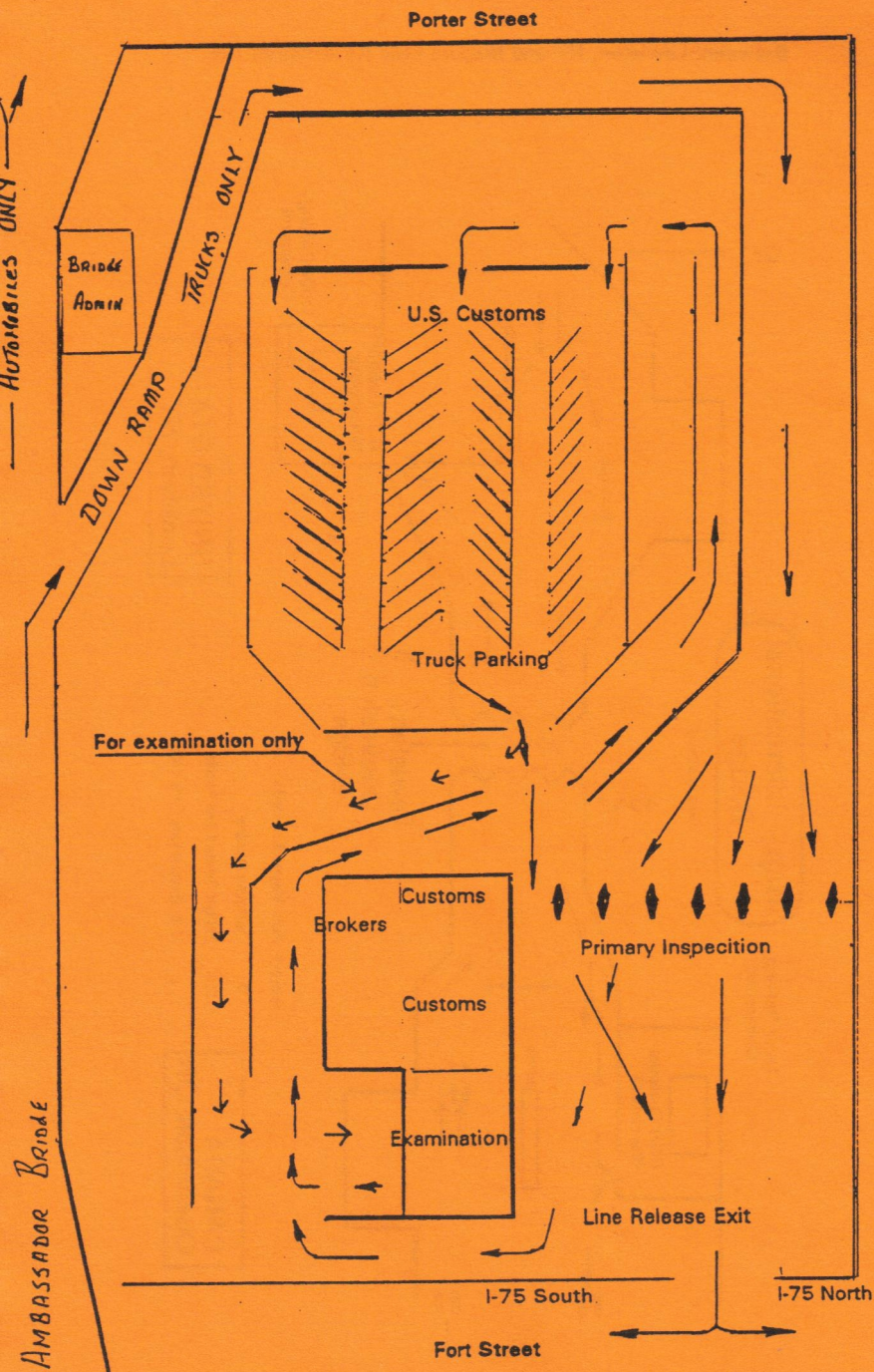
Present: Completed "Inward Cargo Manifest" to US Customs Officer at primary booth. A \$5.00 (US Funds) **User Fee** must be paid without an Annual Processing Fee Decal on tractor.

Park in Customs truck compound - an "S" turn, circling Customs offices and examination warehouse (see diagram opposite page).

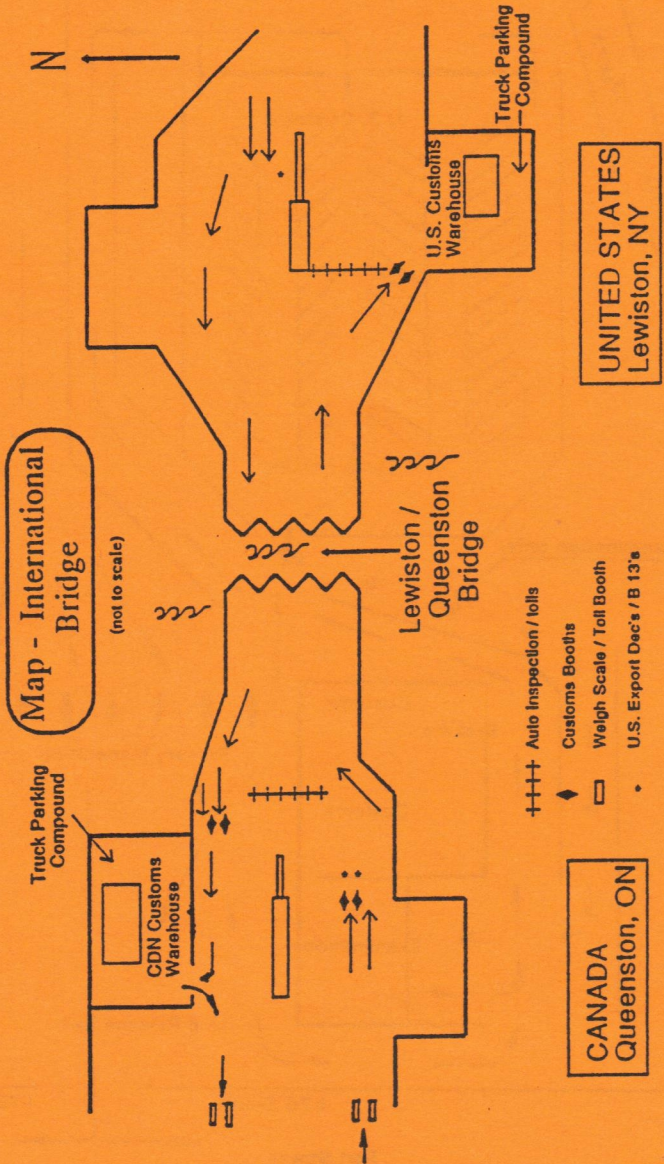
Deliver: "Inward Cargo Manifest" with all documents to designated US Customs Broker(s). All Broker offices are located in Customs complex. Wait as Broker prepares necessary release documentation.

Present: Documentation prepared by Customs Broker(s) to US Customs commercial office. Wait for call to counter by a Customs Officer, to be advised if goods are released or require examination.

The carrier is not provided a written release confirmation by US Customs. **Do NOT** mistake instructions of primary booth Customs Officer as release of goods. Unless goods are on "Line Release", all documents will be prepared by a US Customs Broker for presentation at the US Customs commercial office. If uncertain -ASK! **PENALTIES CAN BE SEVERE!**



Between: Lewiston, NY and Niagara Falls (Queenston) ON



SHIPMENTS TO CANADA

LEWISTON, NY to NIAGARA FALLS (Queenston), ON

BEFORE ARRIVING AT INTERNATIONAL BRIDGE

Carefully read all shipping documents, take note of any special instructions given by the shipper. Do any forms indicate a stop at US Customs before crossing to Canada? Do goods require Agriculture Canada inspection?

Separate shipping documents for US and Canadian requirements.

US *Forms - 3495, 4455, 7512, 7512B-C-E, 7525-V, 7539, etc.*

Cdn Prepare: "**Customs Cargo Control Document**" - Form "A 8A". Goods to be released Customs at Canadian Port of Entry - Niagara Falls, ON., should be written **Manifest from: Niagara Falls, ON - To: Niagara Falls,**

EXAMPLE No. 1

Page No. 39

CROSSING BRIDGE

Present: Any of the above listed US documents to the US Customs traffic office. Exit left to centre office plaza before crossing to Canada.

Present: Completed "A 8A" to Canadian Customs Officer at primary inspection booth. Inspector will return "A 8A" with an additional "Y 28" - **Report to Warehouse** form.

Park in Customs truck compound (west side) Canada Customs Inspection Warehouse. Present "A 8A" and "Y 28" - "A 8A" will be split with a portion returned to driver.

Deliver: Remaining "A 8A" copies with all documents to the designated Canadian Customs Broker(s) office. All Broker offices are located in the Customs Warehouse. Wait for Customs Broker to prepare necessary release documents.

Return Broker's documents to Customs - Commercial Operations, placing paperwork in basket marked "waiting" and go to designated drivers room to await call.

Call is by COMPANY NAME - report to Customs Office. For released goods driver will be given a Customs stamped "Customs Delivery Authority Copy - A 8A".

Do NOT leave Canada Customs compound until a "Customs Delivery Authority Copy - A 8A" has been received for each shipment or goods "Bonded" for Inland Release.

SHIPMENTS TO UNITED STATES

NIAGARA FALLS (Queenston), ON to LEWISTON, NY

BEFORE ARRIVING AT INTERNATIONAL BRIDGE

Carefully read all shipping documents, take note of any special instructions given by shipper. Do any forms indicate a stop at Canadian Customs before crossing to the United States?

Separate shipping documents for Canadian or US requirements.

Cdn Look for forms; A 8A, A 8B, B-13, E-15, E-29B, etc., if supplied.

US Prepare: "**Inward Cargo Manifest**" - Form CF 7533 - an original and 1 copy.

EXAMPLE No. 2

Page No. 41

CROSSING BRIDGE

Pay toll (Canadian entrance to bridge).

Present: B-13 "Export Dec's" or any other Cdn documents listed above, to Canadian Customs Highway/Traffic office (centre plaza) before crossing to United States. Park right, opposite Customs plaza.

Present: Completed "Inward Cargo Manifest" to US Customs Officer at primary inspection booth. A \$5.00 (US Funds) **User Fee** must be paid without an Annual Processing Fee Decal on tractor.

Park in Customs truck compound (east side) US Customs Inspection Warehouse.

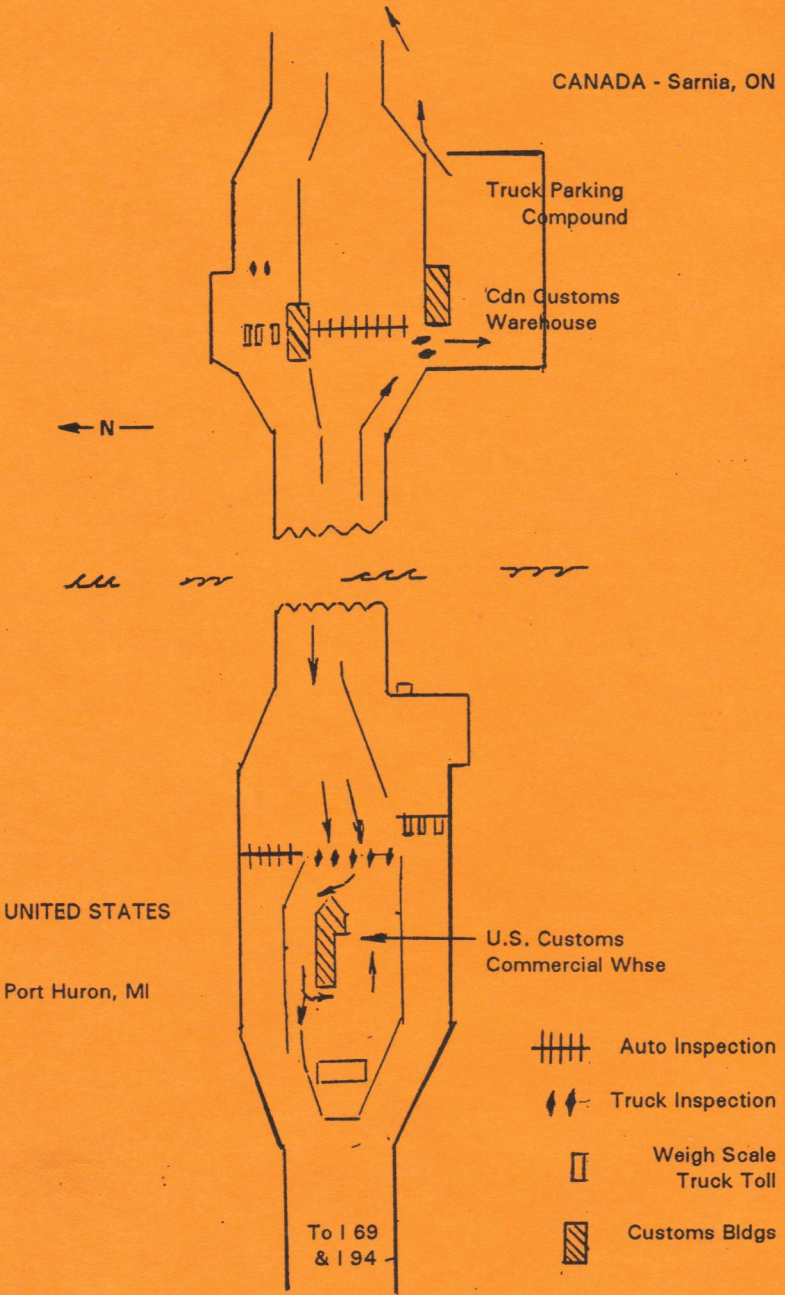
Deliver: "Inward Cargo Manifest" with all documents to the designated US Customs Broker. All Broker offices are located in the Customs Inspection Warehouse facility. Wait for Broker to prepare necessary release documentation.

Present: Documentation prepared by Customs Broker(s) at US Customs office and place in Release Tray. Go to drivers room and await call, by DRIVER'S NAME.

Report: when called, to US Customs office. Driver will be advised if goods are released or require examination.

The carrier is not provided a written release confirmation by US Customs. Do **NOT** mistake instructions of primary booth Customs Officer as release of goods. Unless goods are on "Line Release" all documents will be prepared by a US Customs Broker for presentation at the US Customs Warehouse. If uncertain - **ASK! PENALTIES CAN BE SEVERE!**

Between: Port Huron, MI and Sarnia, ON



SHIPMENTS TO CANADA

PORT HURON, MI to SARNIA, ON

BEFORE ARRIVING AT BLUEWATER BRIDGE

Carefully read all shipping documents, take note of any special instructions given by the shipper. Do any forms indicate a stop at US Customs before crossing to Canada? Do goods require Agriculture Canada Inspection?

Separate shipping documents for US and Canadian requirements.

US *Forms - 3495, 4455, 7512, 7512B-C-E, 7525-V, 7539, etc.*

Cdn Prepare: "**Customs Cargo Control Document**" - Form "A 8A". Goods to be released Customs at Canadian Port of Entry - Sarnia, ON., should be written **Manifest from: Sarnia, ON - To: Sarnia, ON.**

EXAMPLE No. 1

Page No. 39

CROSSING BRIDGE

Present: Any of the above listed US documents to US Customs Inspection Warehouse. Stop right or left curb lanes on bridge entrance prior to Toll Plaza and before crossing to Canada.

Present: Completed "A 8A" to Canadian Customs Officer at primary inspection booth. A "Y-28" - Report to Warehouse form will be issued when "A 8A" - Cargo Control Document is not presented at primary booth.

Park in Customs truck compound. Present "A 8A" and "Y-28" (if issued) to Canada Customs in the Customs Inspection Warehouse - "A 8A" will be split with portion returned to driver.

Deliver remaining "A 8A" copies with all documents to the designated Canadian Customs Broker(s) office. All Broker offices are located in building attached (east of) Customs Warehouse. Wait for Customs Broker to prepare necessary release documents.

Return Broker's documents to Customs - Commercial Operations, placing paperwork in basket marked "waiting" and go to designated drivers room to await call.

Call is by COMPANY NAME - report to Customs Office. When goods are released, driver will be given a Customs stamped "Customs Delivery Authority Copy - A 8A".

Do NOT leave Canada Customs compound until a "Customs Delivery Authority Copy - A 8A" has been received for each shipment of goods "Bonded" for Inland Release.

SHIPMENTS TO UNITED STATES

SARNIA, ON to PORT HURON, MI

BEFORE ARRIVING AT BLUEWATER BRIDGE

Carefully read all shipping documents, take note of any special instructions given by shipper. Do any forms indicate a stop at Canadian Customs before crossing to the United States?

Separate shipping documents for Canadian and US requirements.

Cdn A 8A, A 8B, B-13, E-15, E-29B, etc., if supplied.

US Prepare: "**Inward Cargo Manifest**" - Form CF 7533 - an original and 2 copies.

EXAMPLE No. 2

Page No. 41

CROSSING BRIDGE

Present: B-13 "Export Dec's" or any other Cdn documents listed above, to Canadian Customs Highway/Traffic office (centre plaza) before crossing to United States. Park to right, curb lane.

Pay toll at second set of booths (Canadian side).

Note: The "Inward Cargo Manifest" **MUST** be prepared before crossing to the United States and be immediately available for US Customs at the primary (first) inspection booth.

Present: Completed "Inward Cargo Manifest" to US Customs Officer at primary inspection booth. A \$5.00 (US Funds) **User Fee** must be paid without an Annual Processing Fee Decal on tractor.

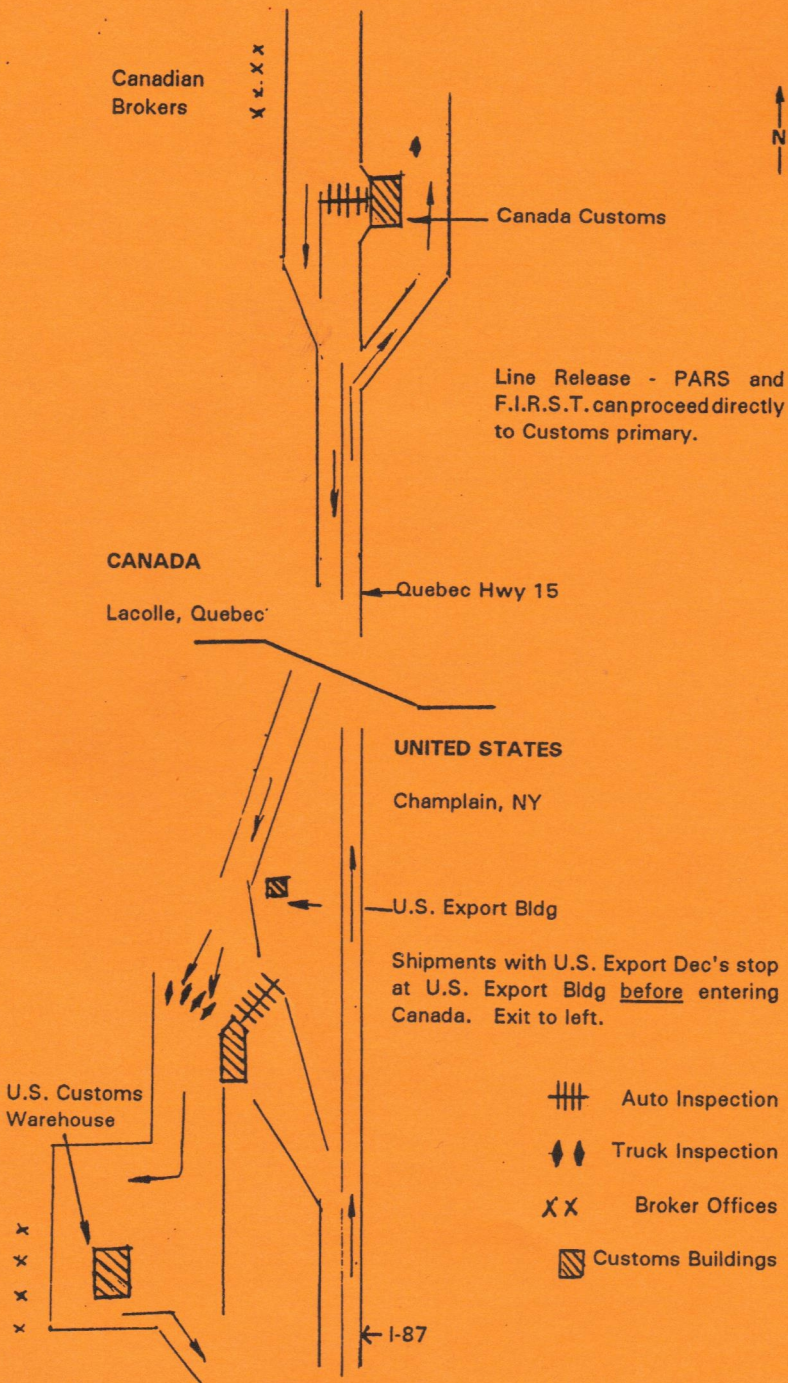
Back trailer to a dock at US Customs Inspection Warehouse.

Deliver: "Inward Cargo Manifest" with all documents to designated Customs Broker(s). All Brokers offices are located in Customs complex. Wait as Broker prepares necessary release documentation.

Present: Documentation prepared by Customs Broker(s) to US Customs commercial office. Wait for call to counter by a Customs officer. Driver will be advised if goods are released or require examination.

The carrier is not provided with a written release confirmation by US Customs. Do **NOT** mistake instructions of primary booth Customs Officer as release of goods. Unless goods are on "Line Release" all documents will be prepared by a US Customs Broker for presentation to the US Customs Warehouse. If uncertain - ASK! **PENALTIES CAN BE SEVERE!**

Canadian / U.S. Customs Facilities



SHIPMENTS TO CANADA

CHAMPLAIN, NY to LACOLLE, QC

BEFORE ARRIVING AT LACOLLE, QUEBEC

Carefully read all shipping documents, take note of any special instructions given by the shipper. Do any forms indicate a stop at US Customs before entering Canada? Do goods require Agriculture Canada inspection?

Separate shipping documents for US and Canadian Customs requirements.

US Forms - 3495, 4455, 7512, 7512B-C-E, 7525V, 7539, etc.

Cdn Prepare: "**Customs Cargo Control Document**" - **Form "A 8A"**. Goods to be released Customs at Canadian Port of Entry - Lacolle, QC., should be written **Manifest from: LACOLLE, QC - To: LACOLLE, QC.**

EXAMPLE No. 1

Page No. 39

ENTRY TO CANADA

The northern end to I-87 at Champlain, NY., connects with Quebec Highway 15 at the Canada/U.S. border. It provides a direct route to Montreal, approximately 45 miles north.

Present: Any of the above listed US documents to US Customs - Export Building, exit left as signed, before entering Canada.

The Canadian Customs facilities are limited. Dependant on time of day, this may require parking at road side before Canada Customs. Take all shipping documents to designated **drivers room** in the north east corner of Canadian Customs building. Contact Canadian customs broker by phone. Broker will send a runner to pick up all documents for preparation and presentation to Canada Customs. Do not go directly to Canada Customs.

The Customs broker runner will notify driver when goods are released or require examination. Customs release will be confirmed when driver is provided with a Customs stamped "**Customs Delivery Authority Copy - A 8A**". This must be available to show the Customs officer located in the primary booth, next to Customs.

Do NOT leave Canada Customs compound until a "Customs Delivery Authority Copy - A 8A" has been received for each shipment or goods "Bonded" for Inland Release.

NOTE: PARS shipments, may proceed directly to the primary booth for presentation of bar-coded invoice(s) to Customs officer for the *Line Release* process.

SHIPMENTS TO UNITED STATES

LACOLLE, QC TO CHAMPLAIN, NY

BEFORE ARRIVING AT CHAMPLAIN, NY

Carefully read all shipping documents, take note of any special instructions given by shipper. Do any forms indicate a stop at Canadian Customs before entering the United States?

Separate shipping documents for Canadian and US Customs requirements.

Cdn A 8A, A 8B, B-13, E-15, E-29B, etc., if supplied.

US Prepare: "**Inward Cargo Manifest**" - Form **CF 7533** - an original and 2 copies.

EXAMPLE No. 2

Page No. 41

CROSSING TO UNITED STATES

The southern end to Quebec Highway 15 at Lacolle, QC., connects with I-87 at the US/Canada border (Champlain, NY).

Shipments with B-13 "Export Dec's" or any other Cdn documents listed above, requiring examination by Canadian Customs, must be present to **Canada Customs** before entering the United States. Canadian Customs are located on east side of Highway 15, to the left (southbound).

Present: Completed "Inward Cargo Manifest" to US Customs officer at primary booth, together with bar coded invoices if on "Line Release" ACS/ABI). A \$ 5.00 (US Funds) **User Fee** must be paid without an Annual Processing Fee Decal on tractor.

Shipments not on "Line Release" require delivery of "Inward Cargo Manifest" and all documents to designated US Customs Broker(s). Brokers are located in trailer offices adjacent to truck parking compound. Wait for broker to prepare necessary release documentation.

Present: Release documentation to US Customs officer located in Customs Inspection Warehouse. Driver will be advised if goods are released or require examination.

The carrier is not provided with a written release confirmation by US Customs. Do **NOT** mistake instructions of the primary (first) booth Customs officer as release of goods. Unless goods are on "Line Release" all documents will be prepared by a US Customs Broker for presentation to US Customs. If uncertain - **ASK!** **PENALTIES CAN BE SEVERE!**

Sample Customs reporting documents, with instructions to properly complete, are shown on 38 through 41, viz;

CANADA - ***Customs Cargo Control Document - (A 8A)***

UNITED STATES - ***Inward Cargo Manifest - (Form CF 7533)***

It is the ***driver's responsibility*** to properly complete these documents for either Canadian or U.S. Customs. Should they be incorrectly completed, ***the driver*** will be assessed any penalties levied.

CANADIAN CARGO REPORTING DOCUMENT - Pages Nos. 38 & 40

Customs Cargo Control Document

5 Part "A 8A" - Carrier Identified with bar code

UNITED STATES CARGO REPORTING DOCUMENT - Page Nos. 40 & 41

CF 7533 - Inward Cargo Manifest

EXAMPLE NO. 1

FORM "A 8A" - CARRIER CODE IDENTIFIED

REVENUE CANADA CUSTOMS AND EXCISE
CUSTOMS CARGO CONTROL DOCUMENT - (CCD)
EN DOUANE DOCUMENT DE CONTROLE DU FRET DES DOUANES

This form is 5 part, all copies white, (became mandatory January 31, 1993), approximately 5½" x 7½" in size.

INSTRUCTIONS TO COMPLETE FORM - Print clearly - do NOT use red ink.

- 1).-US Port of Exit: ie;"DETROIT, MI"
- 2).-In Transit: Country of destination o/t Canada
- 3).-Manifest from: Port of Entry, ie;"WINDSOR, ON"
- 4).-Manifest to: Port of release, ie;"WINDSOR, ON"
- 5).-Consignee Name & Address, ie;"ABC Company Ltd
123 Main St
TORONTO, ON
- 6).-Shipper Name & Address, ie;"Us-Can Mfg
999 Any Street
DALLAS, TX
- 7).-No. of Pkgs, ie;"4 Plts Iron Castings (100 Pcs)"
"9 Plts Iron Fittings (900 Pcs)"
"13 TOTAL 1000 Pcs"

NOTE: When more than 1 commodity, must show TOTALS

- 8).-Description & Marks, ie;"4 and 9 Pallets Iron Casting"
- 9).-Weight, ie;"32,198 lbs" - can be shown either imperial or metric.
- 10).-Location of Goods, ie;"Inland Sufferance Whse"
- 11).-Vehicle Identification, ie;"1234TT Texas - Trlr 48003"
show both plate & trailer numbers

"A"-Acquittal No., Completed by importer/broker or Customs


"B"-Previous Cargo Control No., On second CCD, remanifest, abstracts, etc., indicate Carrier Code and original Cargo Control No.

"C"-Foreign Point of Lading, Completed by Marine Forwarders and Carriers.

EXAMPLE NO. 1

FORM "A 8A" - CARRIER CODE IDENTIFIED

Format effective January 31, 1993

YOUR TRUCK LINE INC. P.O. Box 111 Anytown, ON., LOR 1J0 U.S. Port of Exit / Bureau de sortie des E.-U. (2) <i>DETROIT, MI</i> Manifest from / Manifeste de (2) <i>DETROIT, MI</i> To / A (3) <i>WINDSOR, ON</i> Consignee Name and Address / Nom et adresse du destinataire (4) <i>WINDSOR, ON</i> (5) <i>ABC COMPANY LTD</i> <i>123 MAIN STREET</i> <i>TORONTO, ON</i> Shipper Name and Address / Nom et adresse de l'expéditeur (6) <i>US-EVAP MANUFACTURING</i> <i>999 ANY STREET</i> <i>DALLAS, TX</i>		Acquisition No. / N° de l'acquiescement (1) "A" Carrier Code Code du transp.  1111 WOTL 002548 Cargo Control No. / N° de contrôle du fret Préalable Cargo Control No. / N° du contrôle du fret antérieur (1) "B"	
(7) No. of pkgs. N° de colis 4 9 13	(8) Description and Marks Désignation et marques PALLETS, IRON NASTRADS (100 Pieces) PALLETS, IRON FITTINGS (900 Pieces) TOTALS	(9) Weight Poids 10,100 # 22,098 # 32,198 #	DO NOT WRITE IN THIS AREA NE PAS ECRIRE DANS CET ESPACE
Foreign Point of Lading / Point de chargement étranger (1) "C"		Location of Goods / Emplacement des marchandises (1) "0"	
Name of Carrier / Nom du transporteur YOUR TRUCK LINE INC. (LOAD OR PRO NUMBER)		Vehicle Identification / Identification du véhicule (1) "1" <i>123477-TENAS</i> <i>TRLR 48-003</i>	

MAIL COPY / EXEMPLAIRE DE LA POSTE

EXAMPLE NO. 2

FORM CF 7533 - ALL COMMERCIAL GOODS

INWARD CARGO MANIFEST FOR VESSEL UNDER FIVE TONS, FERRY, TRAIN,
CAR, VEHICLE, ETC.

This form is either 8½" x 11" or 11" x 8½" and is generally white in color.

INSTRUCTIONS TO COMPLETE FORM

Print clearly - do NOT use red ink.

- "1" **Name or Number and Description of Importing Conveyance**
ie; Licence Plate Nos. "Tractor 1000 ON - Trlr 48001 AB"
- "2" **Name of Master or Person in Charge**
ie; "Sam Gluck" - this must be driver's name
- "3" **Name and address of Owner**
ie; "OO Truck Line - Dallas, TX" - name of Company
- "4" **Foreign Port of Lading**
ie; "Toronto, ON" - City and Province where goods loaded
- "5" **U.S. Port of Destination**
ie; "Los Angeles, CA" - City and State of destination
Note: If more than one delivery - "various" can be indicated
- "6" **Port of Arrival**
ie; "Detroit, MI" - Location where goods enter United States
- "7" **Date of Arrival**
ie; "June 00/00" - Date goods will enter the United States
- "Column No. 1" Show Bill of Lading No. for each shipment separately,
ie; "GF; 002004 and GF 003009" lines 1 & 3, respectively
- "Column No. 2" Show Car Number and Initials,
ie; "Trailer 48001" lines 1 & 3, respectively
- "Column No. 3" Show Number and Gross Weight (in kilos or pounds) of
Packages and Description of Goods,
ie; "6 Ctns Food and 20 Pallets Cereal" lines 1 & 3,
respectively
- "Column No. 4" Show Name of Consignee,
ie; "A-1 Distribution and Bower & Co" lines 1 & 3,
respectively

DATE and SIGN FORM AT BOTTOM RIGHT

EXAMPLE NO. 2

FORM CF 7533 - INWARD CARGO MANIFEST



DEPARTMENT OF THE TREASURY
UNITED STATES CUSTOMS SERVICE

OMB No. 1515-0049

INWARD CARGO MANIFEST FOR VESSEL UNDER
FIVE TONS, FERRY, TRAIN, CAR, VEHICLE, ETC.

(INSTRUCTIONS
ON REVERSE)

19 CFR 123.4, 123.7, 123.61

Customs Manifest/Bond Number

Page No.

1. Name or Number and Description of Importing Conveyance <i>LINCOLN 1000 ON - TRLR 48001 AB</i>		2. Name of Master or Person in Charge <i>SAM GLUCK</i>	
3. Name and Address of Owner <i>OO TRUCK LINE - DALLAS, TX</i>		4. Foreign Port of Lading <i>TORONTO, ON</i>	5. U.S. Port of Destination <i>LOS ANGELES, CA</i>
6. Port of Arrival <i>DETROIT, MI</i>		7. Date of Arrival <i>JUNE 00/00</i>	

Column No. 1	Column No. 2	Column No. 3	Column No. 4	Column No. 5
Bill of Lading or Marks & Numbers or Address of Consignee on Packages	Car Number and Initials	Number and Gross Weight (in kilos or pounds) of Packages and Description of Goods	Name of Consignee	For Use By Customs Only
<i>GF 002004</i>	<i>48001 AB</i>	<i>6 Ctns. Food 120#</i>	<i>A-1 DISTRIBUTION</i>	
<i>GF 003009</i>	<i>48001 AB</i>	<i>20 BAKETS CEREAL 12.570#</i>	<i>BOWER & CO</i>	
EXAMPLE				

CARRIER'S CERTIFICATE

To the District Director of Customs, Port of Arrival

The undersigned carrier, to whom or upon whose order the articles described above must be released, hereby certifies that _____ of _____ is the owner or consignee of such articles within the purview of section 484(h), Tariff Act of 1930.

I certify that this manifest is correct and true to the best of my knowledge.

Date *June 00/00* Master or Person in charge *Sam Gluck*
(Signature)

CANADIAN CUSTOMS DOCUMENTS - ADDITIONAL FORMS

Following are listed Canadian Customs Documents, in addition to those prepared by a driver when reporting goods imported for Canadian consumption.

- "A 8A" **IN BOND CUSTOMS CARGO CONTROL DOCUMENT - (CCD)**
Covering goods moving in transit through Canada for export, other than United States goods in transit In Bond through Canada. Also used when goods have been examined Inland and moving with "E 15" or possibly "E 29B" documents - requiring cancellation.
- "A 8B" **UNITED STATES - CANADA TRANSIT MANIFEST**
Either to initiate or for cancellation (Canadian carrier), having been prepared for Canadian goods moving in transit through the United States. This is a joint Canada/US form with a US reference 7512B. The United States has introduced a new Bond form - 7512E pre-numbered, and may be used (US carriers) for Canadian transit.
- "B-13" **EXPORT DECLARATION**
This document has limited use, only required for goods exported in transit through US, to a country other than US plus:- some airplanes, satellites and telecommunication equipment, simulators, ships and boats, uranium and gold even when destined to the United States.
- "E 15" **IDENTIFICATION OF GOODS EXPORTED OR DESTROYED**
Presented to Canada Customs at Port of Export for examination before leaving Canada. If goods were originally examined Inland, an "A 8A" will also have been issued. Both "E 15" and "A 8A" must be presented and cancelled before leaving Canada.
- "E 29B" **TEMPORARY ADMISSION PERMIT**
Presented to Canada Customs at Port of Export for examination before leaving Canada. If goods were originally examined Inland, an "A 8A" may have been issued. Both document(s) to be cancelled before leaving Canada.
- "E 67" **WRITTEN PERSONAL DECLARATION**
Issued by Canada Customs at some Frontier Ports of Entry to provide a personal written declaration for goods imported by driver or confirming no personal importation.
- "Y 28" **REPORT TO WAREHOUSE**
Issued by Canada Customs, primary inspection booth at some Frontier Ports of Entry. This form to be presented with driver written "A 8A", (reporting goods entering Canada), to a Customs Officer - Commercial Operations, before going to any Canadian Customs Broker's office.

US CUSTOMS DOCUMENTS - ADDITIONAL FORMS

Following are listed US Customs Documents, in addition to the Inward Cargo Manifest - Form CF 7533 prepared by the driver when reporting goods entering the United States.

- "3495" **APPLICATION FOR EXPORTATION OF ARTICLES UNDER SPECIAL BOND**
Stop for examination by US Customs before leaving US.
- "4455" **CERTIFICATE OF REGISTRATION**
Stop for examination by US Customs before leaving US.
- "7512" **TRANSPORTATION ENTRY AND MANIFEST OF GOODS SUBJECT TO CUSTOMS INSPECTION AND PERMIT**
Issued for T&E - Transit and Export or IT - Immediate Transit goods moving "In Bond". An identical numbered 7512C may also be issued when "7512" is used for the shipment. Both documents (when issued) must be presented to US Customs to properly cancel the Bond.
- or
- "7512E" Both documents (when issued) must be presented to US Customs to properly cancel the Bond.
- "7512B" **UNITED STATES - CANADA TRANSIT MANIFEST**
Issued to U.S. motor carrier for US goods moving In Transit through Canada and must be presented to US Customs on re-entry to the United States.
- or
- "7512E" Issued to Canadian motor carriers for Canadian goods moving In Transit through United States. An identical numbered 7512C may also be issued for the shipment. Both documents (when issued) must be presented to US Customs when exiting United States to cancel the Bond.
- "7512C" **TRANSPORTATION ENTRY AND MANIFEST FOR GOODS**
Issued in addition to 7512 or 7512B with identical numbering. Must be presented to US Customs before delivery. This form will not be issued when "7512E" used.
- "7525V" **SHIPPERS' EXPORT DECLARATION**
This document has limited use, only required for goods shipped in transit through Canada, destined to other foreign countries; goods subject to International Traffic in Arms Regulations; Department of Justice Drug Enforcement Administration or goods for storage in Canada but ultimately destined to a third country (with country unknown at time of export to Canada).
- "7539" **SIDE-C - DRAWBACK ENTRY COVERING REJECTED MERCHANDISE**
SIDE-J - DRAWBACK ENTRY COVERING SAME CONDITION MERCHANDISE
Goods moving with either form - stop for examination by US Customs before leaving US.

CHECK LIST

Canada and United States Customs

TO CANADA

TO UNITED STATES

Receive from Shipper

- ___ Bill of Lading ___
- ___ Commercial Invoices * ___
- ___ A 8A, A 8B, B-13, E 15, E 29B, etc., ___
(See Page No. 42 for explanation)
- ___ 3495, 4455, 7512, 7512B-C-E, 7525V, 7539, etc. ___
(See Page No. 43 for explanation)
- ___ Name of Customs Broker(s) ___
- ___ Clearance location ___

Be aware of additional Customs forms that require stopping at either Canadian or United States Customs before leaving either country.

**Stop at US Customs
before leaving US**

**Stop at Canadian Customs
before leaving Canada.**

- | | | |
|--------------------------------|--------------|-----|
| ___ Form "3495" | Form "A 8A" | ___ |
| ___ Form "4455" | Form "A 8B" | ___ |
| ___ Form "7512" | Form "E 15" | ___ |
| ___ Form "7512B" | Form "E 29B" | ___ |
| ___ Form "7512C" | Form "E 370" | ___ |
| ___ Form "7512E" | | |
| ___ Form "7539"
Side C or J | | |

*** NOTE**

Some commercial invoices may be sent directly to the designated Canadian or US Customs Broker by the shipper and may not accompany shipment.