



Ottawa, June 25, 2013

# CUSTOMS NOTICE 13-014

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## Marine Mode Carrier Codes

1. The purpose of this notice is to provide information on the removal of marine agents carrier codes and changes to the requirements to receive a carrier code from the Canada Border Services Agency (CBSA). Further information on CBSA carrier codes and carrier code application forms may be found on our Web site at [www.cbsa.gc.ca](http://www.cbsa.gc.ca).

2. Carriers, regardless of how often they cross the Canadian border with commercial goods, require a carrier code in order to transact business with the CBSA.

3. For the purpose of assessing carrier code eligibility, a carrier is a person involved in international commercial transportation who operates a conveyance used to transport specified goods to or from Canada. To operate a conveyance means to have legal custody and control of the conveyance as:

- (a) an owner,
- (b) a lessee under a lease or agreement of hire,
- (c) a charterer under an agreement of hire,
- (d) as a purchaser under a conditional sale or hire purchase agreement that reserves to the vendor the title to the conveyance until the purchase price is paid or certain conditions are performed, or
- (e) a mortgagor.

**Note:** Memorandum D3-1-1 will be revised to reflect this definition.

4. Specified goods means:

- (a) commercial goods,
- (b) empty cargo containers to be imported into Canada and that are not for sale, and
- (c) any other goods that are or will be imported to Canada for a fee.

5. Clients who do not meet the criteria outlined in paragraph 3 – including marine agents who are not directly engaged in the international commercial transportation of goods – are not eligible to receive or hold a carrier code.

6. It is the responsibility of the applicant to demonstrate to the CBSA that the person is in fact a carrier as per the above definition.

7. To provide marine carriers sufficient time to obtain their own carrier codes, the marine agents carrier codes will not expire before July 15, 2013.

8. There will be a transition period between July 15 and September 30, 2013, during which the CBSA will allow marine agents to use their expired codes in exceptional circumstances if a carrier does not have time to obtain a carrier code prior to coming to Canada. After September 30, 2013, no further exceptions will be made and marine agent carrier codes will be deleted from CBSA systems.

9. The supporting documentation required as part of the carrier code application process has been streamlined.

(a) When a client applies for a carrier code, it is the responsibility of the applicant to demonstrate to the CBSA that they are in fact a carrier and that they meet the definition outlined in paragraph 3. A conveyance listing is required as part of the carrier code application process. The requirement for the carrier code applicant to provide proof of conveyance ownership or lease is now only applicable upon request.

(b) The CBSA requires proof of company ownership for the applicant's business. Details on the acceptable types of documentation may be found on our website. For marine carriers, the CBSA will now accept the company's International Maritime Organization (IMO) Unique Company and Registered Owner Identification Number in lieu of proof of ownership.

(c) If the IMO option is used, the company name and information provided on the application must match the information in the IMO database. The CBSA may request additional information if required to confirm legal identity.

10. The CBSA strongly recommends that marine carriers apply for a bonded carrier code, as a bond is required anytime unreleased goods move beyond the first port of arrival (FPOA). This includes scenarios such as emergency stops when the FPOA is changed.

11. Inquiries related to this notice may be directed to:

Canada Border Services Agency  
Import Programs  
150 Isabella Street, 4th floor  
Ottawa ON K1A 0L8

Email:  
ImportPrograms.Programmedesimportations@cbsa-asfc.gc.ca

