



Ottawa, April 9, 2015

Customs Notice 15-011

Marine Mode Carrier Code Eligibility

1. The purpose of this notice is to provide further clarification on carrier code eligibility in the marine mode. For more information, consult the [Marine Carrier Codes Application Process](#) and carrier code application form [Application to Transact Marine Operations With the Canada Border Services Agency](#).
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 Canada Border Services Agency (CBSA).
3. The party that is eligible to obtain a carrier code in the marine mode is the carrier who operates a conveyance used to transport specified goods to or from Canada. This party is hereafter known as the “conveyance operating carrier” (COC).
4. In order to obtain a carrier code, the conveyance operating carrier must have legal custody and control of the conveyance(s) listed on the carrier code application form. Control means being liable for decisions related to how and where the conveyance(s) is (are) employed.
5. The COC is ultimately responsible for the conveyance and the cargo on board. It is their carrier code that must be quoted in the Conveyance Reference Number (CRN) when transmitting conveyance data to the CBSA. Where business arrangements exist, another carrier or freight forwarder (for supplementary cargo data) may provide the pre-load/pre-arrival data to the CBSA; however, it is the COC whose carrier code is referenced in the CRN related to the cargo or supplementary cargo data that remains liable for pre-load/pre-arrival cargo and conveyance information and timeframe requirements in accordance with section 12.1 of the [Customs Act](#) and the [Reporting of Imported Goods Regulations](#).
6. The carrier whose carrier code is on the cargo transmission is liable for duties and taxes for the goods until released by the CBSA, or liability is transferred in accordance with section 20 (2) of the [Customs Act](#). The carrier code on the cargo transmission does not have to be the carrier code of the COC, however the CRN transmitted under the carrier code of the COC must be referenced in the cargo transmission. The COC is liable to report the cargo upon arrival in Canada.
7. Carriers may hire a service provider or agent to transmit advance cargo and/or conveyance data on their behalf. The carrier code on the electronic transmission must be that of the actual carrier, not the agent or service provider(s). In order for the CBSA to communicate with the agent or service provider on behalf of the carrier, a third party consent must be completed and on file with the CBSA.
8. The CBSA has removed the requirement for documented proof of custody or ownership and will allow a carrier to provide their International Maritime Organization (IMO) Unique Company and Registered Owner Identification Number, if available, in lieu of articles of incorporation or other documentation. In addition, to further simplify and expedite the application process, carriers are required to complete a [Marine Carrier Attestation](#) form to attest they are a carrier with custody and control of conveyance(s). Additional information can be found at the [Marine Carrier Codes Application Process](#).
9. On April 30, agent codes will be rendered invalid unless the agent has entered into a compliance action plan with the CBSA, in which all the COCs for which a new carrier code is requested are identified.
10. Those carriers who have applied by April 30 but whose applications are incomplete or have not been processed, and who have a voyage imminent, will be given a preliminary code. This preliminary code will become a permanent code upon completion of the application and/or process.
11. Carriers who apply for a code after April 30 will be issued a code within the three day service standard as published by the CBSA.
12. Inquiries related to this notice may be directed to the CBSA by email at carrier-cargo@cbsa-asfc.gc.ca.