



Ottawa, June 25, 2015

Customs Notice 15-023

Interim eManifest Requirements Respecting Empty Highway and Rail Conveyances and In-transit Highway and Rail Conveyances

1. As per the newly published amendments made under the [Reporting of Imported Goods Regulations](#), highway and rail carriers are responsible for electronically transmitting conveyance data for empty conveyances arriving in Canada. Highway and rail carriers are also required to electronically transmit conveyance data for in-transit movements.
2. The purpose of this notice is to inform highway and rail carriers of the Canada Border Services Agency's (CBSA) interim policy with respect to Advance Commercial Information (ACI) requirements for:
 - (a) empty highway and rail conveyances, and
 - (b) in-transit highway and rail conveyances.

Empty Highway and Rail Conveyances

3. Highway and rail carriers who arrive at the First Port of Arrival (FPOA) with empty conveyances (with no specified goods on board), and who have not transmitted ACI data will not, for an appropriate period of time receive any Administrative Monetary Penalty System (AMPS) penalties for failing to transmit ACI for that empty conveyance.
4. Highway carriers, who are unable to electronically transmit ACI data for empty conveyances, will be required to continue to verbally report empty conveyances at the FPOA.
5. The CBSA encourages highway carriers to transmit electronic conveyance data for empty conveyances. If, due to logistical constraints carriers are unable to provide the driver of the empty conveyance with the required bar-coded lead sheet to report the conveyance, the following process will be accepted by the CBSA:
 - (a) Carriers may transmit multiple conveyance reports in advance, and maintain a supply of pre-printed lead sheets in company conveyances. Conveyance reports transmitted to CBSA remain valid for a period of up to 90 days in advance of arrival.
 - (b) When it is determined that a conveyance will be returning to Canada empty, the carrier will send a correction (pre-arrival change) to one of the conveyance reports already transmitted, with the correct data for that conveyance.
 - (c) The driver will present that lead sheet to the CBSA at the time of arrival.
6. The process described above does not apply to highway Customs Self-Assessment (CSA) carriers who arrive at the FPOA with empty conveyances. The existing process for CSA highway carriers will continue as described in CBSA [Memorandum D3-1-7, Customs Self Assessment Program for Carriers](#).

In-transit Highway and Rail Conveyances

7. This interim policy is with respect to highway and rail in-transit movements (Canada-US-Canada, or US-Canada-US).
8. Until such time as the CBSA implements and mandates a complete in-transit solution, the CBSA will not issue AMPS penalties for failing to electronically transmit in-transit conveyance data.
9. Highway carriers will continue to report in-transit movements on paper according to existing processes found in CBSA [Memorandum D3-4-5 Highway Cargo – In-transit Movements](#).
10. Rail carriers may continue to report in-transit movements on paper using form BSF708; or alternatively, they may choose to transmit an electronic conveyance report without using the cargo exception code “8” for in-transits. Rail carriers who choose to transmit electronic conveyance reports for in-transit movements will also be required to transmit electronic in-transit cargo data. Rail carriers are required to transmit cargo as an import movement to Canada, and are asked to include the text “in-transit goods” in the special instructions field of the cargo transmission.
11. The CBSA will continue to collaborate with external stakeholders in the development of policy, and provide advance notice to highway and rail carriers regarding any changes to reporting of empty, and in-transit conveyances.
12. For additional information regarding eManifest requirements clients may visit the [CBSA Web site](#).