



Canada Border  
Services Agency

Agence des services  
frontaliers du Canada

# eManifest Update and Portal Prototype Demonstration

Canadian Trucking Alliance

July 15, 2009

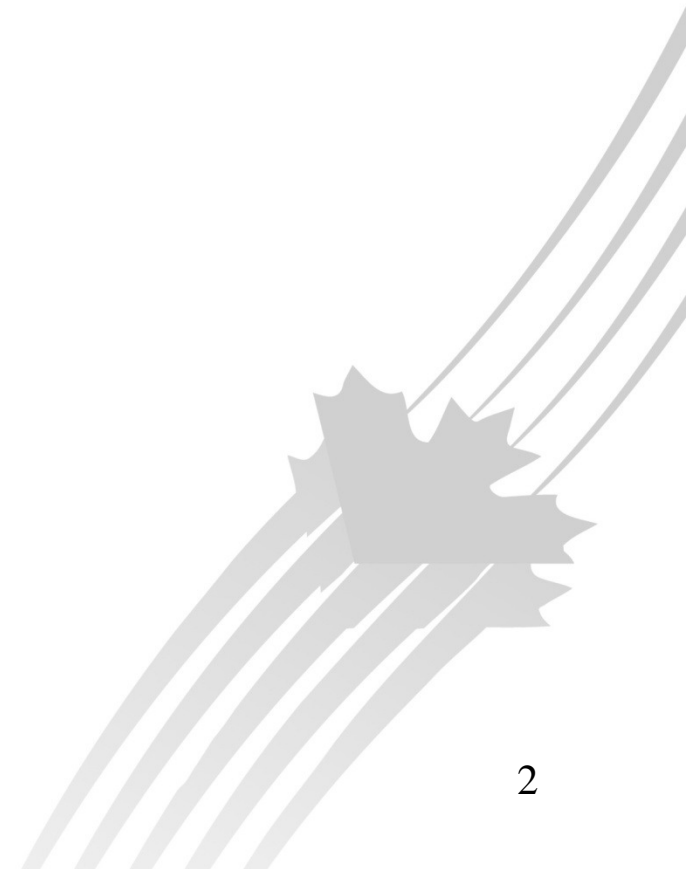


Canada 

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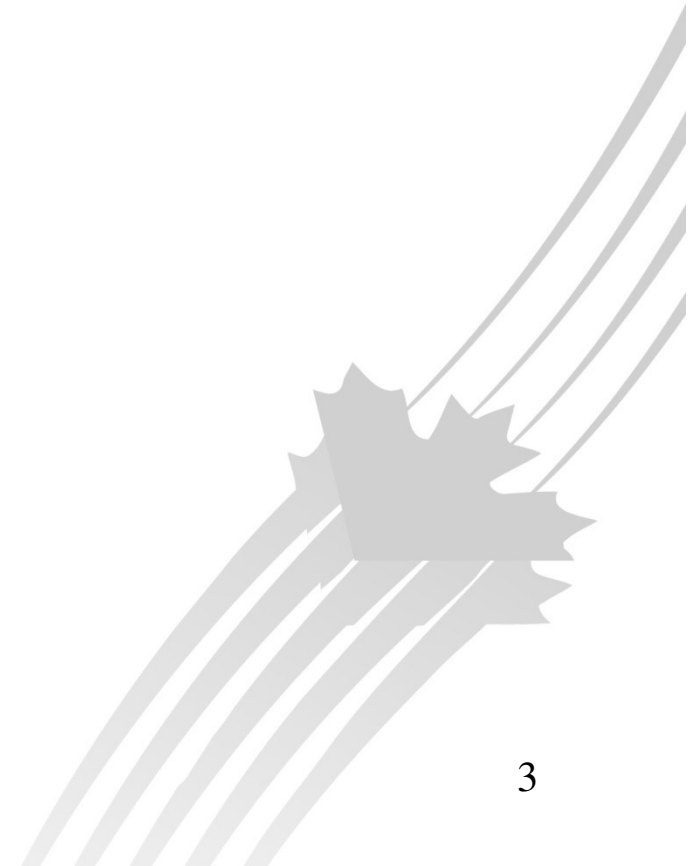
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# eManifest



## 1. Introduction to eManifest



# eManifest

## What is eManifest?



- eManifest, a major Government of Canada initiative, is about getting the right information at the right time to allow the Canada Border Services Agency (CBSA) to identify and mitigate potential threats to Canada while facilitating the movement of low-risk shipments across the border.
- eManifest is the third phase of the Advance Commercial Information (ACI) program. ACI Phases 1 and 2 established and implemented requirements for air and marine carriers to submit pre-arrival shipment information to the CBSA electronically.
- Phase 3, eManifest, expands the ACI program to require all businesses involved in the trade chain to provide the CBSA with electronic data on their crew, cargo and conveyance within specified timeframes before the goods reach Canada.

ACI Phase 1  
2004



ACI Phase 2  
2006



ACI Phase 3 (eManifest)  
2014



+



# eManifest Benefits



eManifest will require the pre-arrival transmission of shipment information including conveyance, cargo, crew, freight forwarder and importer information for all modes of transportation (air, marine, highway and rail) by spring 2014.

This will modernize and enhance how the CBSA processes and screens commercial goods coming into Canada by:

- Improving commercial processes as compliance is rewarded with predictable and expedited processing at the border; and
- Improving the CBSA's ability to detect shipments that pose a high or unknown risk prior to their arrival in Canada.

# eManifest

## *Customs Act* Amendments



- In order for the CBSA to have the authority to mandate pre-arrival information from the trade chain party who is in the best position to provide it, amendments have had to be made to the *Customs Act*.
- Bill S-2, *Customs Act* Amendments, allows the CBSA to mandate various members of the trade community (highway and rail carriers, freight forwarders, importers and customs brokers) to submit pre-arrival data for risk assessment purposes.
- On June 11, 2009, Bill S-2 was granted Royal Assent, the final stage required for the Bill to become law.

# eManifest Exemptions



Carriers will *not* need to provide the CBSA with electronic information in advance of the arrival of commercial cargo at Canada's ports of entry for the following types of shipments:

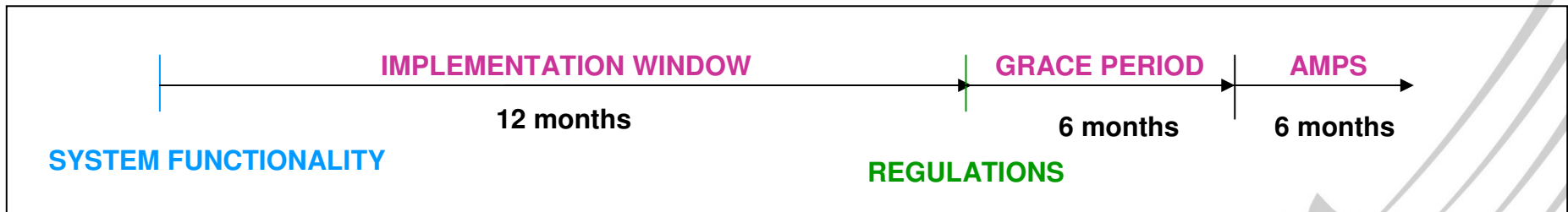
- Postal shipments or shipments exported from Canada; and
- Courier / Low-Value Shipment (LVS) program shipments.

However, if a conveyance containing a Courier / LVS also contains a shipment(s) that is not eligible under the Courier / LVS program, the submitting of advanced information will be required for the entire shipment.

# eManifest Implementation Approach



Clients will have a 12-month implementation window to adopt eManifest, followed by a six-month period of informed compliance with zero-rated Administrative Monetary Penalties (AMPS).



The CBSA will encourage clients to adopt eManifest early. The benefits of being an eManifest early adopter will include:

- More opportunities to access CBSA support
- More opportunities and time to fine-tune business processes and correct problems
- Decreased likelihood of incurring AMPS after the grace period

# eManifest Implementation Timeline



Key dates for implementation are:

- Spring 2010 – Highway carriers begin transmission of cargo and conveyance data
- Fall 2010 – Rail carriers begin transmission of cargo and conveyance data
- Summer 2011 – Freight forwarders begin transmission of secondary data
- Spring 2012 – Importers begin transmission of importer admissibility data
- Spring 2014 – eManifest fully implemented

# eManifest Policy Decisions



Key eManifest policy decisions include:

- Trip-match Notification
- Broker / Freight Forwarder Download
- Amendments to Advance Commercial Information Post-Arrival
- Examination at First Point of Arrival
- Release at First Point of Arrival

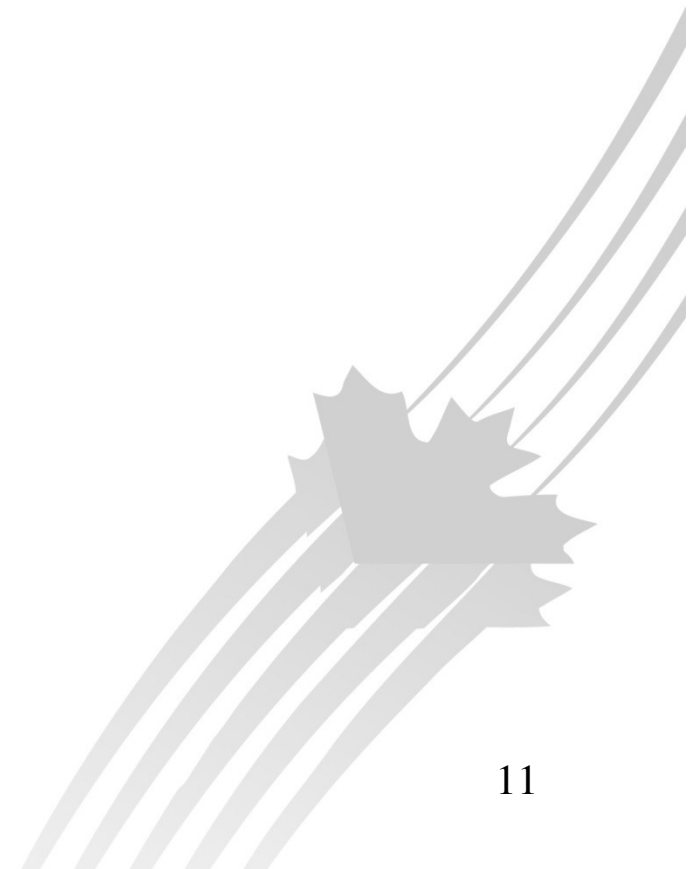
Ongoing review and stakeholder consultations continue regarding the conditions of the following policies:

- Importer Admissibility Data (IAD)
- In-bond Movement of Goods

**eManifest**



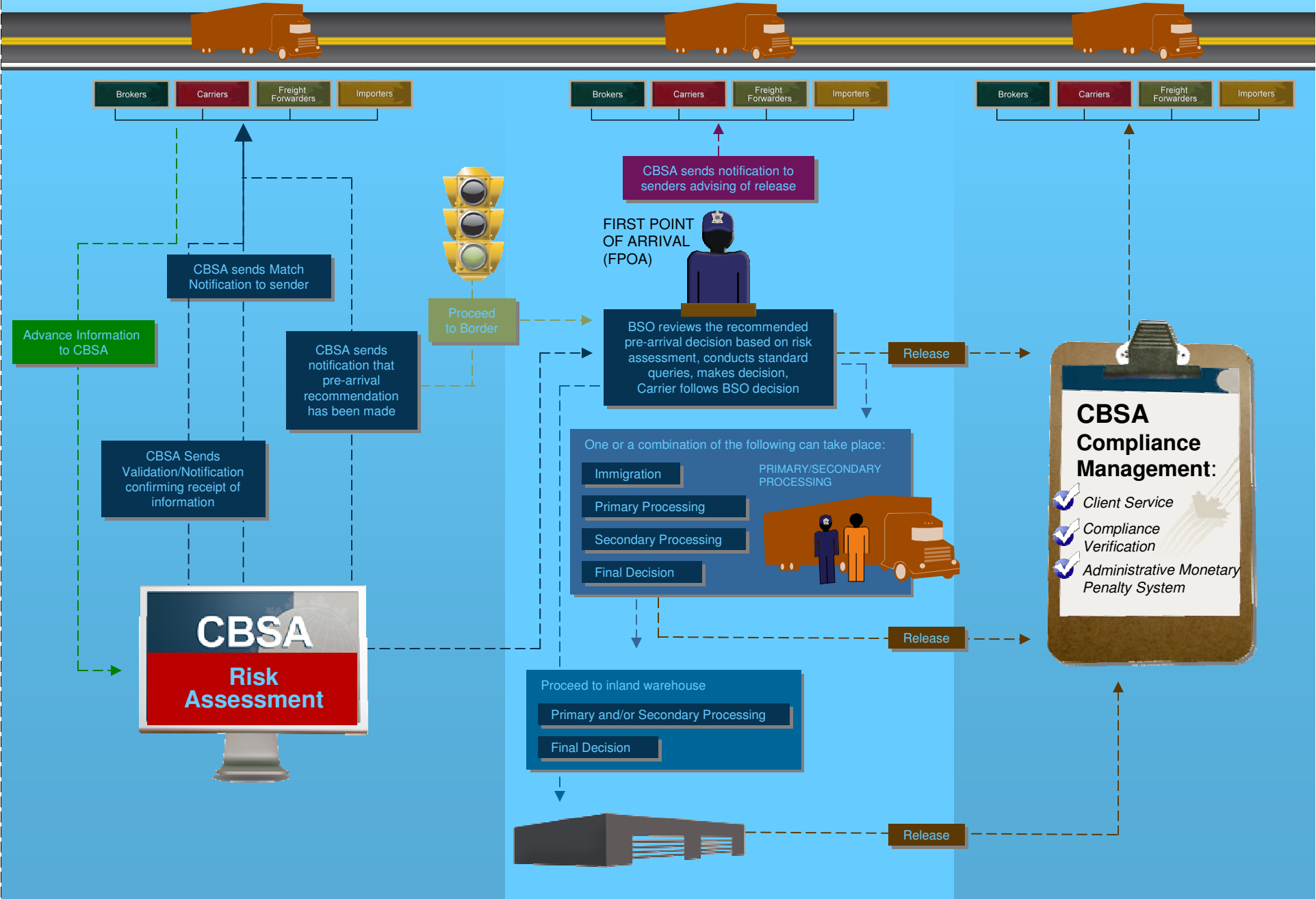
### **3. eManifest Border Processes**



# BEFORE THE BORDER

# AT THE BORDER

# AFTER THE BORDER



# eManifest

## Before the border

### *Advance Information*



The data element requirements for highway conveyance and cargo are as follows:

Conveyance	Cargo	
<ul style="list-style-type: none"> <li>▪ Transporting Carrier</li> <li>▪ First Canadian Port of Arrival</li> <li>▪ Mode of Transportation</li> <li>▪ Estimated Date and Time of Arrival</li> <li>▪ Equipment Identification</li> <li>▪ Secondary Notify Party</li> <li>▪ Routing / Transshipment</li> <li>▪ Conveyance Reference Number</li> <li>▪ Manifest Summary Report</li> <li>▪ Empty / Full Status Code</li> <li>▪ Crew / Passenger Details</li> <li>▪ Tractor Plate</li> <li>▪ Plate Province / State</li> <li>▪ Trailer Plate</li> <li>▪ Plate Province / State</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transporting Carrier</li> <li>▪ First Canadian Port of Arrival</li> <li>▪ Mode of Transportation</li> <li>▪ Estimated Date and Time of Arrival</li> <li>▪ Equipment Identification</li> <li>▪ Secondary Notify Party</li> <li>▪ Consignor (shipper)</li> <li>▪ Consignee</li> <li>▪ Notify Party</li> <li>▪ Place of Acceptance</li> <li>▪ Place of Loading</li> <li>▪ Customs Office of Manifest Destination</li> <li>▪ Delivery Address</li> <li>▪ CSA Indicator</li> <li>▪ IAD Exemption Code</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cargo Control Number</li> <li>▪ Consolidated Freight Indicator</li> <li>▪ ATDN</li> <li>▪ UCR</li> <li>▪ Cargo Line Item Number</li> <li>▪ Cargo Description of Goods (Brief Description)</li> <li>▪ Cargo Quantity</li> <li>▪ Cargo Packaging Type</li> <li>▪ Cargo Weight</li> <li>▪ Cargo Weight Unit of Measure</li> <li>▪ Cargo Volume</li> <li>▪ UN Dangerous Goods Number</li> <li>▪ Marks and Numbers</li> <li>▪ Special Instructions</li> <li>▪ Commodity Code</li> </ul>

# eManifest

## Before the border

### *Advance Information*



The proposed data element requirements for Importer Admissibility Data (IAD) that are to be submitted prior to arrival are as follows:

	IAD				PARS
	Highway	Rail	Air	Marine	
Manufacturer Name and Address			✓	✓	✓
Seller (Vendor) Name and Address	✓	✓	✓	✓	✓
Exporter Name and Address (if different than seller)	✓	✓	✓	✓	
Importer Number/Importer Name and Address	✓	✓	✓	✓	✓
Buyer (Purchaser) Name and Address	✓	✓	✓	✓	✓
Consignee Number/ Name and Address	✓	✓	✓	✓	✓
Country of Origin/State	✓	✓	✓	✓	✓
Country of Export/State	✓	✓	✓	✓	✓
Commodity HS Code	✓	✓	✓	✓	✓
Container Stuffing Location				✓	
Freight Forwarder / Consolidator				✓	

# eManifest

## Before the border

### *Transmission Methods*



Under eManifest, highway carriers will be required to provide electronic cargo and conveyance / crew information 1 hour prior to arrival at the border. The existing methods for transmitting electronic data that will continue to be used under eManifest are:

- **Value Added Network (VAN):** VAN is a public Electronic Data Interchange (EDI) network which provides an opportunity to exchange data with a large number of trading partners using a single communication interface.
- **Third Party Service Provider:** There are many CBSA-approved third party service providers that currently transmit data to the CBSA, using a variety of communication modes such as CADEX, CUSDEC, ACROSS and G7 Export Applications.
- **Customs Internet Gateway (CIG):** CIG is an alternative delivery channel for CBSA trading partners to transmit cargo, release and accounting data over the Internet using a public key infrastructure.
- **Direct connect to the CBSA:** The Direct Connect is an alternative that provides clients with a direct connection to the CBSA.

The **eManifest Portal** is being developed as a new transmission method for eManifest.

# eManifest

## Before the border

### *Risk Assessment*



Automated risk assessment of all electronic data will enable examination, or admissibility decisions to be made before shipments arrive in Canada.

This process will increase the CBSA's ability to target and screen, and aid in effectively aligning resources with high-risk shipments while facilitating the low-risk ones.

Enhancements are being undertaken to:

- Ensure risk assessment processing within reduced timeframes; and
- Ensure capability to meet sharp increase in volumes and short turnaround times that exist in highway and rail modes.

# eManifest Before the border *Notification System*



An automated notification system will confirm receipt of information, or detail detected errors that must be amended before arrival at the border.

- Secondary Notify Party (SNP) functionality will enable carriers to have their trade chain partners receive status notification of their shipments.
- Trade chain partners will receive match notification once all related documents on the same shipment are received by the CBSA.
- A Broker / Freight Forwarder Download feature will be built into eManifest systems.

# eManifest

## At the border

### *First Point of Arrival (FPOA)*



- If all shipment information from importers, highway and rail carriers, freight forwarders and customs brokers is not received within the prescribed timeframes, the shipment will not be permitted to move past the First Point of Arrival (FPOA) until all required information is received and risk-assessed.
- Shipments identified as being high risk in terms of national security, national public safety and contraband, and shipments of unknown risk will be examined at the FPOA.
- CBSA will introduce a Graphical User Interface (GUI) for officers working at the Primary Inspection Line (PIL) that will provide them with a streamlined, integrated and user-friendly interface for border processing that is compatible with transponder technology and 'picture in booth' capability.

# eManifest

## At the border

### *First Point of Arrival (FPOA)*



If IAD has not been submitted prior to arrival, the shipment will be risk assessed.

- If the carrier and driver are members of trusted trader / traveller programs (CSA / FAST or PIP), the shipment can move in-bond to a CBSA-approved warehouse.
- If the carrier is not a member of a trusted trader program, the goods will be held at the border until the information is provided.
- If the shipment has been selected for a secondary examination, as is the case today, the examination will take place before the shipment is allowed to move.

# eManifest

## After the border

### *Compliance Management*



A compliance management framework will be implemented to ensure that eManifest requirements are being met.

The framework will be designed to:

- Verify client compliance with eManifest requirements (i.e., prescribed timeframe, completeness, accuracy, and submission mechanism);
- Provide educational support to clients who have low compliance rates; and
- Work on the premise that clients will voluntarily comply if they understand their obligations and if it is easy and simple to do so.



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