



# Highway Carrier Implementation Conference Call

May 29, 2014

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## Presentation Overview

1. How to present ACI after driver returned to US
2. How to present ACI for goods found astray
3. How to present ACI for unreported goods
4. How to present ACI when cargo linked to wrong CRN



# 1. How to present ACI after driver returned to US

- **Scenario #1** – If the driver returns to the US and leaves the tractor and trailer, the lead sheet would stay with the conveyance and no further action is required by the carrier.
- **Scenario #2** – If the driver returns to the US with the tractor or tractor/trailer, the CRN will be rejected back to the carrier and the carrier will submit a **change** for the new version of the CRN, revising information as required. The new driver will then present the lead sheet with the same CRN.

NOTE: Any cargos reported on first CRN will remain in reported status if cargos are not returning to Canada within 40 days they will need to be cancelled using BSF673.



## 2. How to present ACI for goods found astray

- **Scenario #1** – If US cargo is found astray in Canada, the carrier needs to submit a new cargo report for the goods with “port of report” as port of discovery, and “port of destination” as port of exit. If the conveyance is known, the carrier needs to amend the list of cargos to include the new cargo. The carrier will then stop at the port of export and provide any additional information the BSO may request. The BSO will then acquit the cargo.

NOTE: If the conveyance is NOT known, the process is the same other than the cargo will NOT be attached to a conveyance.



## 2. How to present ACI for goods found astray (cont'd)

- **Scenario #2** – If Canadian cargo is found astray in the US, the carrier will need to submit a cargo for the goods and attach it to the conveyance that will bring the goods back to Canada.
- On arrival (either frontier or inland), the carrier will provide any additional information the BSO may request.
- The BSO will then acquit the cargo.



### 3. How to present ACI for un-reported cargo

- **Scenario #1** - If unreported cargo is found in Canada the carrier needs to submit a new cargo report for the goods with “port of report” as port of discovery and “port of destination” as port of final destination. If the conveyance is known, the carrier needs to amend the list of cargos to include the cargo. A release request with the same destination will acquit this cargo.

NOTE: If the conveyance is NOT known, the process is the same other than the cargo will NOT be attached to a conveyance and therefore the carrier will need to contact the CBSA to have the cargo arrived in order to the release the cargo.



## 4. How to present ACI when cargo linked to wrong CRN

- If a carrier realizes, once in Canada, that there is a cargo attached to the conveyance and the goods are not on the conveyance that has arrived, there are 3 possible scenarios:
  - **Scenario #1** – CRN and cargo – NO release
  - Carrier will de-link cargo and submit BSF673 to cancel original cargo
  - Once cargo is cancelled, the carrier re-submits a new version of the same CCN
  - Carrier submits a new CRN, quoting the original CCN
  - Carrier then can attach (link) the new version of the cargo to the new CRN



## 4. How to present ACI when cargo linked to wrong CRN (cont'd)

- **Scenario #2** – CRN, cargo and release (on file / not released)
- Carrier will de-link cargo from the CRN and submit BSF673 to cancel original cargo
- Importer must present A48- RMD corrector to cancel release request
- Once the cargo is cancelled, the carrier re-submits a new version of the same CCN
- Carrier submits a new CRN, quoting the original CCN
- Carrier then can attach (link) the new version of the cargo to the new CRN
- Release request can now be presented with the right information by the importer/broker





## 4. How to present ACI when cargo linked to wrong CRN (cont'd)

- **Scenario #3** – CRN, cargo and release (released)
- Importer is required to present a B2 *Canada Customs - Adjustment Request*
- The carrier is required to submit new cargo and conveyance data within ACI time frames when the goods will be entering Canada

NOTE: The CCN is unusable (the original cargo would be left in acquitted status and the original conveyance in the Auth to Move status)



# Open Forum

