

Updated January 23, 2014

CUSTOMS UPDATE MARINE CONVEYANCE ARRIVAL CERTIFICATION MESSAGE

Canada Border Services Agency has now confirmed that the new Conveyance Arrival Certification Message will be required as of **June 9, 2013 08:00 PDT** for applicable marine conveyance arrivals, i.e. vessel arriving with cargo for discharge or with freight remaining on board.

As of June 9th marine carriers or their authorized service providers will be required to transmit the Conveyance Arrival Certification Message (CACM) via an Electronic Data Interchange (EDI) method to CBSA.

The Conveyance Arrival Certification Message will contain the following data elements:

- Carrier Code
- Conveyance Reference Number
- Port of Report
- Actual Arrival Date
- Actual Arrival Time

With respect to the third party service providers, both Seatech Systems Integration and Crimson Logic have completed testing with CBSA. Carrier codes must be registered with CBSA in order to transmit the CACM. The registration form follows the attached FAQs.

Marine arrivals can occur within a two (2) hour window during the phased in approach for electronic arrivals. This will allow marine carriers to send in their request for an arrival up to two hours in advance of their actual arrival at a Canadian port, as defined in the new regulations. This two hour window is conditional on the vessel being within Canadian waters at the time the arrival request is submitted to the CBSA. Upon receipt, validation and acceptance of the message, arrival processing and status updates related to the cargo and release will be triggered. The new arrival process, triggered by the CACM, will replace the current arrival process that is based on the Estimated Date and Time of Arrival (ETA) provided by clients as part of the advance conveyance data set.

Note that the CACM does not replace the Pre-arrival Notification or the A6 – General Declaration.

Specifications for the message format are contained in the latest **Advance Commercial Information (ACI) / eManifest Non-Highway Conveyance Arrival Certification Message Implementation Guide (Appendix to the rail, marine and air ECCRDs) – Draft Version 4.0**. If you require a copy please contact us.

The frequently asked questions and responses presented on following pages represent the current status of our discussions with CBSA.

FREQUENTLY ASKED QUESTIONS (FAQs) FOR THE NEW CONVEYANCE ARRIVAL CERTIFICATION MESSAGE REQUIREMENTS

As of January 23, 2014

Q1: Are all vessels required to transmit the Conveyance Arrival Certification Message (CACM)?

All commercial cargo vessels arriving with cargo for discharge or with freight remaining on board must transmit a CACM upon arrival. Empty conveyances in the marine mode of transport are currently exempt from transmitting pre-arrival data; therefore they are exempt from transmitting the EDI Conveyance Arrival Certification Message. Passenger vessels are also exempt from transmitting the CACM.

However if an empty carrier chooses to voluntarily submit conveyance data such as the A6 electronically, then in order to properly arrive the vessel and close the transaction in the system, a CACM must be transmitted.

Q2: What is the timeframe for submitting the Conveyance Arrival Certification Message (CACM)?

Marine arrivals can occur within a two (2) hour window of the vessel's actual arrival time during the phased in approach for electronic arrivals. This will allow marine carriers to arrive their vessel within two hours of the actual arrival time. This two hour window is conditional on the vessel being within Canadian waters at the time the arrival request is submitted to the CBSA. The 'actual date and time of arrival' transmitted on the CACM must be the actual date and time the message is transmitted.

Q3: How does CBSA define an arrival?

An arrival occurs when the vessel arrives in a Customs district after entry into Canada. Further policy clarification with respect to activities which can be taken to constitute landing in the marine mode of transport is provided as follows: the vessel lands when it first comes to rest whether at anchorage, at dock and/or berthed alongside at the nearest CBSA office designated for that specified purpose.

Q4: Will CBSA reply or acknowledge the CACM immediately? Should carriers assume that the message is received and commence cargo operations unless otherwise advised?

Yes, upon receipt, validation and acceptance of the conveyance arrival certification message, the CBSA system updates the status of the conveyance and related cargo, and acknowledges the arrival of the conveyance with a Section 12(1) Reported Notice to the originator of the CACM. The Section 12(1) Reported Notice is the only positive acknowledgment message that the CBSA will generate for a conveyance arrival certification message. Acknowledgement should be received within 15 minutes of transmission. If an acknowledgement is not received, please contact the EDI Hotline at 1-888-957-7224 or email: ecu.uce@cbsa-asfc.gc.ca.

Q5: How does one correct or amend a rejected CACM?

CACM can only be re-transmitted if the initial transmission was rejected. The carrier cannot update the original Conveyance Arrival Certification Message. The carrier must contact the CBSA for a manual update. In the absence of other contact details, please forward changes to the EDI Hotline at 1-888-957-7224 or email: ecu.uce@cbsa-asfc.gc.ca.

Q6: Can the same Conveyance Reference Numbers be used for voyages that include a non-Canadian port of call in between Canadian ports of call? For example, a vessel may have a Vancouver, Tacoma, Nanaimo rotation. Can the second Canadian port of call on the same voyage use the same CRN or is the second port of call considered a new arrival?

The electronic Conveyance Arrival Certification Message is only a requirement for a section 12(1) arrival. Subsequent ports of call are outside of this arrival function. However, please note that A6 paper reports at subsequent ports of call are being further reviewed.

Q7: Can cargo operations commence in the absence of an acknowledgement of CACM transmission received from CBSA?

Cargo operations and release messages will not be affected by the CACM during the initial implementation period. CBSA has committed to reviewing challenges in complying with the CACM before moving forward. Changes are anticipated in 2014.

Q8: Is there a form that carriers should use to authorize a third party to transmit the CACM to CBSA?

The Conveyance Arrival Certification Message is to be transmitted by the conveyance operating carrier or their authorized service provider on their behalf using the conveyance operating carrier's carrier code. Operating carriers that will transmit data directly to the Electronic Commerce Unit (ECU) will need to register directly with ECU, using form [BSF691 – Electronic Data Interchange \(EDI\) Application for Advance Commercial Information \(ACI\)](#). Operating carriers that will appoint one or more agents to transmit the CACM or other EDI messages on their behalf should complete form [BSF692 – Authorize/Remove and Agent or Service Provider for Advance Commercial Information](#).

The forms must be filed with the Electronic Commerce Unit at ECU.UCE@cbsa-asfc.gc.ca.

Q9: Will the CACM affect current marine arrival reporting requirements.

The A6 Conveyance report and the Pre-arrival Notification will continue to be required. The A6 and the conveyance arrival message provide the link between the cargo and the cargo arrival in the CBSA system. Carriers will still be required to provide paper for crew and passenger information and the requirement to present a paper A6 at FPOA is currently under review.

Q10: If the conveyance operator has not received a new carrier code, will the agent's carrier code suffice in the interim?

As per the carrier code policy, the conveyance operator should have their carrier code in place by July 15, 2013. If the operator does not have its own carrier code, the marine agent's carrier code can be used for the CACM but note that the marine agents' carrier code will be phased out completely on January 30, 2014.

Q12: Is daylight savings time taken into account?

All Conveyance Arrival Certification Messages must be submitted in EST.

Q13: In the phase-in period, what contingency plan has been established to facilitate the transmission of the CACM?

Carriers may request the CBSA to manually arrive their conveyances by completing and submitting the “[Manual Conveyance Arrival Form](http://www.cbsa-asfc.gc.ca/prog/aci-ipec/conv-eng.html)” located on-line at: <http://www.cbsa-asfc.gc.ca/prog/aci-ipec/conv-eng.html>. The seven fields on the form must be completed with the required information:

Field 1: First Name – The first name of the person submitting this form.

Field 2: Surname –The surname of the person submitting this form.

Field 3: E-Mail Address - Enter a valid email address where the CBSA may communicate successful or unsuccessful processing of this form.

Field 4: Confirm E-Mail Address – Re-enter a valid email address where the CBSA may communicate successful or unsuccessful processing of this form.

Field 5: CBSA Carrier Code – A carrier code is a four-character unique identifier that is assigned by the CBSA to identify a carrier. Only one carrier code is issued to each legal entity (corporation, partnership or sole proprietorship).

Field 6: Conveyance Reference Number – Conveyance reference number as transmitted on the pre-arrival conveyance report.

Field 7: Port of Report – The CBSA port code (including any leading zero) of the first Canadian port at which the conveyance arrives, even if cargo is not off-loaded.

