



**RUSSELL A. FARROW LIMITED**

A FARROW COMPANY CUSTOMS - LOGISTICS - SYSTEM SOLUTIONS - GLOBAL SERVICE

## ***News Bulletin***

### ***eManifest***

April 17<sup>th</sup>, 2009

The following news release was provided to us by the Canadian Society of Customs Brokers after having attended the eSPN Working Group Meeting earlier this week.

#### ***Importer Admissibility Data (IAD) Elements***

The following IAD changes have been made:

- Manufacturer name will be required only for offshore marine and offshore air
- If the manufacturer's name is unavailable, CBSA will accept the supplier's name
- Consignee name and address OR consignee number have been combined into one field
- Fumigated field is gone
- Special handling and dangerous cargo fields removed from IAD
- Exporter is only required if different from vendor/seller

An updated chart of IAD elements, with comparisons to PARS data elements, the U.S. 24-hour rule, and 10 + 2, is available. Please contact us for a copy.

CBSA will require the following:

- a) 7 IAD elements for trans-border shipments;
- b) 8 IAD elements for air shipments;
- c) and 10 IAD elements, for marine shipments.

All IAD elements will be mapped to the existing PARS.

#### ***In Bond Movement***

The in bond movement of goods was also discussed, and the following is CBSA's solution to the request to allow goods to move in bond. It was positive to see a role for all trusted traders, an important element of the CSCB's policy platform.

Goods will be allowed to move in bond as follows:

- a) In all cases, the carrier must be bonded. In the following scenarios, a bonded carrier cannot provide a letter of authority for another carrier to use his bond.
  
- b) If complete IAD is presented, and carrier is PIP or FAST or CSA or C-TPAT AND driver is FAST, then goods can move in bond. PIP carriers would have to become bonded (CSA carriers already are) and a seal would be applied to the PIP truck.

c) If incomplete IAD is presented, or there is no IAD, and carrier is PIP or FAST or CSA or C-TPAT AND driver is FAST, then goods can move in bond. PIP carriers would have to become bonded (CSA carriers already are) and a seal would be applied to the PIP truck. However, a penalty will likely be assessed against the importer for not filing IAD within the required time frame.

***Requirement for Full H.S.***

It is CBSA's position that ten H.S. digits can be provided but the minimum number that must be provided is six H.S. digits. Goods can be recapped to the six-digit level but all goods must be classified.

If you require further information or wish a copy of the PARS comparison data elements, please contact us at [emanifest@farrow.com](mailto:emanifest@farrow.com)

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