

UNDERSTANDING THE CANADIAN IMPORT PROCESS:

Canada Border Services Agency and Other Government Departments



Purolator
We deliver Canada

Introduction

Businesses that ship products to Canada understand that compliance with Canada Border Services Agency (CBSA) mandates and regulations is a necessary part of any cross border transaction. But less well known is that, in addition to CBSA, [more than a dozen government agencies](#) have oversight over importation of certain products. These agencies, known as “other government departments,” or “OGDs,” set standards for “controlled” goods ranging from firearms to vehicles to plants to food to live animals. In some instances, importation is strictly controlled. In other instances – invasive plants, pornography, modified vehicles -- importation is prohibited.

CBSA acts on behalf of the OGDs by ensuring that all required permits, licenses, fees and other OGD authorizations are in place. According to CBSA, OGD oversight “protects Canadians and their environment by ensuring that only approved goods are imported.”

For a U.S. business, it’s necessary to determine if a product is subject to OGD regulation, identify the compliance requirements, and ensure that all paperwork is complete and accessible when a shipment arrives at the border.

OGD compliance affects products from a wide range of industries. In fact, of the top U.S. [exports](#) to Canada: Vehicles, machinery, electrical machinery, mineral fuel and oil and plastics, each must comply with specific OGD requirements. This is also true for U.S. agricultural products, where Canada is the second largest market for U.S. products.

Vehicle import procedures, for example, are established by Transport Canada, and include detailed compliance requirements. A manufacturer – or an individual – wishing to import a Ford Mustang into Canada, for example, must provide certification the vehicle meets all applicable Canada Motor Vehicle Safety Standards, and all Environment Canada emission requirements. In addition, a vehicle cannot have been altered in any way from its original state, other than regular maintenance.

Compliance [mandates](#) can vary from one OGD to another. The Canadian Food Inspection Agency (CFIA) may require import permits for certain types of seed, plant materials and live animals, while Health Canada requires pre-authorization and a permit before a chemical, drug or veterinary drug may be allowed in to the country.



Source: [Reuters](#).

A shipment affected by OGD compliance mandates must arrive at the border with all necessary paperwork, licenses and permits. Failure to comply could result in a fine, as outlined in CBSA's [Administrative Monetary Penalty System \(AMPS\)](#), or in a shipment delayed or denied entry outright. In addition, certain OGDs assess their own non-compliance penalties, for which a business would be liable.

In all instances, it is the importer's responsibility to determine if a shipment triggers an OGD compliance requirement. For many businesses, failure to comply comes not from any willful decision to ignore the law, but from not realizing its shipments were under the purview of a particular OGD.

The following discussion provides a general overview of Canadian OGDs, and the compliance process. While most businesses choose to designate the customs compliance process to a qualified logistics provider or customs broker, a basic understanding is helpful as a way to inform managers of the nuances of the clearance process.

Other Government Departments and Agencies



To help ensure that prohibited and controlled goods are not illegally imported into Canada, the Canada Border Services Agency assists other federal government departments and agencies by administering and enforcing legislation and regulations on their behalf.

To the right is a [CBSA listing](#) of some of the most frequently imported commodities that may require permits and/or certificates from other federal government departments and agencies.

D-Memoranda

The specific processes and compliance requirements for each agency are detailed in a series of documents known as “D-Memoranda,” which can be found on the CBSA website. Specifically, “D19 – Acts and Regulations of Other Government Departments,” identifies the legislation, policies, regulations, and procedures that CBSA uses to administer customs requirements for each OGD.

Reference List For Importers

| DEPARTMENT/AGENCY NAME | CONTACT INFO | COMMODITIES/RESPONSIBILITY |
|--|--|--|
| Canadian Firearms Program | www.rcmp-grc.gc.ca 1.800.731.4000 | Firearms |
| Canada Post | www.canadapost.ca 1.866.607.6301 | imported by mail, e.g. perfumes, perishable items, flammable liquids, replica or inert munitions |
| Canadian Food Inspection Agency | www.inspection.gc.ca 1.800.442.2342 | Food, plants, animals (terrestrial and aquatic) and related products Food labeling and food recalls Wood packaging International waste and used machinery/equipment |
| Canadian Heritage | www.canadianheritage.gc.ca 1.866.811.0055 | Cultural property |
| Canadian Nuclear Safety Commission | www.cnscc.gc.ca 1.800.668.5284 | Radioactive isotopes |
| Competition Bureau | www.competitionbureau.gc.ca 1.800.348.5358 | Clothing labels Marking of precious metals Packaging and labeling of non-food products |
| Environment Canada | www.ec.gc.ca 1.800.668.6767 | Endangered or threatened species of plants and animals Hazardous waste and hazardous recyclable material Ozone-depleting substances (ODS) and products containing ODS Wild animal and plant trade |
| Fisheries and Oceans Canada | www.dfo-mpo.gc.ca 613.993.0999 | Aquatic invasive species Illegal, unregulated and unreported fishing |
| Foreign Affairs, Trade and Development Canada | www.international.gc.ca 1.800.267.8376 | Agricultural products, firearms, goods under trade embargoes, steel, textiles and clothing |

| Canada Border Services Agency | | |
|--|-------------------|--|
| Home | Publications | 12 Memoranda |
| Travelers | Import and Export | Securing the Border |
| Publications | | |
| D Memoranda | | |
| D19 - Acts and Regulations of Other Government Departments | | |
| Number | Date | Subject |
| YYYY-mm-dd | | |
| D19-1-1 | 2010-06-29 | Food, Plants, Animals and Related Products |
| D19-1-2 | 2011-03-09 | Food |
| D19-2-1 | 2014-01-28 | Administration of the Nuclear Safety and Control Act |
| D19-4-1 | 2014-11-04 | Export and Import of Cultural Property |
| D19-4-2 | 2015-11-02 | Copyright and Trade-marks |
| D19-5-1 | 2014-04-17 | Importation of Consumer Products, Cosmetics and Radiation Emitting Devices |
| D19-6-1 | 2015-06-05 | Administration of the Explosives Act |
| D19-6-2 | 2009-03-19 | International Boundary Commission |
| D19-6-3 | 2013-01-25 | Importation of Energy-using Products |
| D19-6-4 | 2009-04-28 | Kimberley Process - Export and Import of Rough Diamonds |
| D19-7-1 | 2013-10-04 | Interpretation of the Wild Animal and Plant Protection and Regulation of International and Interprovincial Trade Act (WAPPROITA) and the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) |
| D19-7-2 | 2015-09-16 | Requirements Concerning the Importation and Exportation of Gasoline-depleting Substances and Products |
| D19-7-3 | 2012-08-15 | Export and Import of Hazardous Waste and Hazardous Recyclable Material |

Memorandum D19-1-1, for example, includes information about the importation of “food, plants, animals and related products,” while Memorandum D19-2-1 discusses importation of nuclear materials.

Each memorandum includes a legislative history of all Parliamentary acts and regulations affecting the importation of a particular type of product. In addition, detailed information is provided about the roles of CBSA and the OGD in the import process, as well as the role of the importer. Detailed instructions are provided for the importation process, including carefully described compliance requirements, and a thorough review of penalties that could be assessed for non-compliance.

Reference List For Importers (Continued)

| DEPARTMENT/AGENCY NAME | CONTACT INFO | COMMODITIES/RESPONSIBILITY |
|---------------------------------------|--|---|
| Health Canada | www.hc-sc.gc.ca 1.866.225.0709 | Consumer goods, drugs, food, medical devices, natural health products, pesticides, pharmaceuticals, radiation-emitting devices, toxic substances, vitamins |
| Industry Canada | www.ic.gc.ca 1.800.328.6189 | Radio communications Telecommunications equipment |
| National Energy Board | www.neb.gc.ca 1.800.899.1265 | Butane, ethane, electricity, gas, oil, propane |
| National Resources Canada | www.nrcan.gc.ca 613.948.5200 613.996.0947 or 1.866.539.0766 | Explosives including fireworks and ammunition Minerals and metals including gold, silver, copper, rough diamonds and gems Regulated energy-using products |
| Public Health Agency of Canada | www.publichealth.gc.ca 613.948.7988 613.957.1779 1.800.545.7661 (emergencies) | Bodies and body parts Human pathogens |
| Transport Canada | www.tc.gc.ca 1.866.995.9737 | Transportation of dangerous goods Vehicles and tires |

Identifying Goods Subject to OGD Requirements

The first step toward full compliance with Canadian customs mandates is awareness that a shipment may fall within the purview of an OGD. Many shipments have arrived at the border with required CBSA documentation in tact – only to have the importer learn that additional paperwork is required.

As CBSA clearly states, a business or individual considering bringing any product into Canada, must first check to ensure that (a) the product is eligible for importation; and (b) if the product is subject to compliance mandates that go beyond “normal” CBSA requirements. “It should be noted that more than one government department may have a role to play in the requirements and regulations pertaining to the importation of certain goods,” [CBSA](#) notes on its website. “It is therefore pertinent to contact any that may play a role.”

How then, can a business determine if a shipment requires compliance with an OGD?

- As a first step, CBSA recommends consulting its [“Other Government Departments and Agencies: Reference List for Importers”](#) for a listing of some of the “most commonly imported commodities that may require permits and/or certificates.”
- CBSA further advises that [Memoranda Series D19, Acts and Regulations of Other Government Departments](#) offers detailed information with regard products that require additional documentation, and the specific information necessary to satisfy OGD requirements.

- A business can also contact a government agency directly, and ask for guidance.
- The Canadian [Customs Tariff](#) system offers another option for products that fall under the scope of Transport Canada, the Canadian Food Inspection Agency or Natural Resources Canada. These three OGDs make available a listing of all tariff codes that are subject to OGD requirements. A business can easily determine if a product is subject to OGD compliance mandates by checking to see if the product’s tariff code is included on the agency’s list. Each agency’s list can be accessed through an electronic [OGD portal](#).

A word of caution though, about relying on tariff codes to determine OGD applicability. CBSA has noted that classification of goods is not always precise, as regulated goods are often grouped with non-regulated goods. This has resulted in [increased scrutiny](#) of tariff classification codes in recent years, and a greater likelihood of having a fee imposed, should a border agent find OGD requirements unmet.

- Most businesses choose to enlist a customs broker or an experienced logistics provider. A customs expert will have direct experience with OGD requirements, and ensure that shipments arrive at the border in full compliance. In addition, because government departments and agencies tend to change or alter compliance requirements on a regular basis – often with little advance notice – a customs expert will have access

to each OGD’s most-recent information. An experienced partner will ensure a shipment crosses the border as efficiently as possible, and essentially take control of the customs process, so a business manager can focus on other issues.

OGG Compliance – Agency Requirements

Once a determination is made that a product falls within the scope of an OGD, special care must be taken to identify and comply with that agency's compliance requirements. The breadth and complexity of an OGD's compliance process will vary based on the product. Keep in mind, the purpose of the OGD compliance process to monitor controlled substances being brought into Canada, while prohibiting certain other products.

In general, if a product triggers OGD compliance mandates, a shipper can expect additional paperwork requirements including a special permit, license, or certification.

Among the requirements mandated by some of the OGDs most frequently encountered by U.S. businesses:

Canadian Food Inspection Agency



The [Canadian Food Inspection Agency \(CFIA\)](#) is responsible for overseeing imports of food products, plants, animals and related products, and is charged with enforcement of numerous parliamentary acts and regulations to ensure

the safety and quality of food sold in Canada. Through a "Memorandum of Understanding" (MOU), CBSA enforces import policies and regulations on CFIA's behalf, although ultimate responsibility rests with CFIA.

As detailed in [Memorandum D-19-1-1](#), CFIA's "Automated Import References System" (AIRS) should be used as the first step to determine import requirements. AIRS is a user-friendly, searchable database that contains up-to-date listings of CFIA import directives, regulatory requirements and release instructions for transmitting information to CBSA. Through a series of questions and answers about the Harmonized System (HS) code, origin, destination, end use and miscellaneous qualifiers of the product to be imported, AIRS will identify the applicable import requirements.

In general, a query may result in the following instruction from AIRS:

- **Approved:** The commodity is admissible to Canada. No extra documentation is required. The commodity may be imported to Canada if documentation requirements are met and if the product meets all other CBSA entry requirements.
- **Approved (must be accompanied by the following documents or registration):** The commodity may be imported provided the importer submits the documents listed in AIRS to CBSA for review.

- **Refer to CFIA – Veterinary inspection.** The commodity may be imported but requires an inspection by a designated veterinarian at the first point of arrival prior to release by the CBSA.
- **Refer to CFIA – NISC:** The NISC (see below) must receive a request for documentation review with all required documents prior to release of the commodity by the CBSA. The CFIA decision will be stamped on CFIA Form 5272, or via Electronic Data Interchange (EDI) through ACROSS.
- **No CFIA requirement:** The commodity is not regulated by CFIA. Restrictions or requirements of other government departments may apply.
- **CBSA inspection:** The commodity may be imported into Canada provided a visual inspection by a border services officer confirms that import conditions have been met.
- **CBSA inspection – Border services officers trained and authorized in FPA inspection (must be accompanied by the following documents/registrations):** The commodity may be imported into Canada provided the importer submits the documents listed in AIRS to the CBSA for review. A visual inspection of the commodity and/or review of the documents must be done by a border services officer.
- **Refuse entry:** The commodity cannot be imported into Canada except if accompanied by an exception letter or a CFIA special permit, in which case an NISC release recommendation is mandatory.

The Canadian government took steps to further ensure the safety and quality of the country's food supply with enactment of the "[Safe Food for Canadians Act](#)," which took effect in 2015. The purpose of the legislation is to modernize CFIA's procedures and set consistent practices for all food commodities. According to Livingston International customs brokers, importers may be affected in several ways:

- Every company that deals with food and food products must have a written "Preventative Food Safety Control Plan" in place that meets specific, detailed requirements.
- Companies will be required to register and apply for a license, via a CFIA web portal. The license must be renewed every two years.
- A business must be able to demonstrate that it has access to detailed product records, so that in the event of a recall, ingredients can be traced back to an original manufacturer.

Commercial imports must also meet CFIA labeling requirements. CFIA is charged with enforcing packaging and labeling mandates as outlined in the following legislation:

- The Canada Agricultural Products Act
- The Meat Inspection Act
- The Food and Drugs Act
- The Consumer Packaging and Labeling Act

Information about packaging and labeling requirements can be found via the AIRS database.

CFIA maintains a “National Import Service Center” (NISC), which serves as a source for general information about food import admissibility. The NISC is staffed by trained import specialists who review import documentation, process requests and make compliance determinations. The center also handles telephone inquiries regarding import regulations for commodities regulated by CFIA and when necessary, coordinates inspections for import shipments.

U.S. businesses can access the NISC either by calling 1-800-835-4486 or via a website: www.inspection.gc.ca.

Transport Canada



[Transport Canada](#) oversees importation of vehicles and tires into Canada, as well as the transportation of dangerous goods within Canada.

Vehicle importation is perhaps the agency’s largest responsibility with regard to the clearance process. Importing

a vehicle into Canada is a complicated procedure, and the agency has in place rigid documentation requirements that require meticulous compliance.

Vehicle importation procedures are detailed in CBSA Memorandum D19-12-1, which advises: “Transport Canada requirements are complex and importers must contact Transport Canada directly (or the Registrar of Imported Vehicles [RIV], where applicable) concerning vehicle admissibility.”

In [general](#), all vehicles designed to be driven on public roads, and those designed for off-road use such as off-road motorcycles, all-terrain (ATV) and snowmobiles must comply with Canada’s Motor Vehicle Safety Act (MVSA).

In some instances, a vehicle manufactured in the United States and in full compliance with U.S. motor vehicle safety standards, may not satisfy all Canadian standards. To determine eligibility, Transport Canada created an online database, the [Registrar of Imported Vehicles](#) (RIV) “to establish and maintain a system of registration, inspection and certification to Canadian standards of vehicles originally manufactured for distribution in the United States that are being permanently imported into Canada.”

Transport Canada advises U.S. importers to first consult with the RIV database to determine if a particular vehicle is eligible for importation. Once eligibility is determined, an importer must submit required documentation, including certification of compliance with all necessary U.S. and

Canadian manufacturing, safety and environmental standards. [Passenger cars and pickup trucks manufactured by Chrysler, Ford and General Motors may be imported into Canada without providing a statement of compliance documentation. This is because the three companies have confirmed to Transport Canada that vehicles produced in the U.S. are in compliance with all applicable safety standards.]

Importers can access additional information about Transport Canada requirements, by contacting the Registrar of Vehicles in Ontario, either by phoning 1-888-848-8240 or via its website: www.riv.ca.

Tire Importation

Businesses that export tires to Canada must meet strict Transport Canada import mandates, as detailed in CBSA Memorandum D19-12-2. Tire importation requirements are enforced by CBSA, acting on Transport Canada's behalf.

In general, different requirements apply based on the type of tire being imported. New tires intended for use on a passenger vehicle, for example, must be accompanied by a written declaration that the tires were manufactured in the U.S. and meet all U.S. safety requirements. Used tires coming from the United States must bear the U.S. Department of Transportation symbol on the sidewall of the tire, while used tires from other countries are not allowed.

Additional required information includes:

- Manufacturer's name
- Product brand type
- Product type/size
- Tire importer ID number (for used truck tires imported to be retreaded)
- Tire completion compliance indicator
- Import date compliance indicator
- Import reason code



A tire bearing Canada's "National Safety Mark," pictured above, certifies that all Canadian safety standards have been met.

Further, a tire must also bear one of the following "symbols," which serve as certification that all applicable safety standards have been met:

- National Safety Mark or NSM: Certifies all Canadian safety standards have been met.
- DOT: Certifies all United States safety standards have been met.

- DOT-R: Used by U.S. industry as certification that all U.S. safety standards were met prior to being retreated, remolded or recapped.
- JIS: Certifies all Japanese safety standards have been met.

Any business or individual that imports tires that do not meet Canadian safety standards face steep fines – up to \$1 million for a business, and fines and imprisonment for as long as six months for individuals. Therefore, an importer needs to be very careful in submitting documentation for review.

Transport Canada advises importers to contact one of its import specialists with any questions. The agency can be reached either by telephone at 1-800-333-0371 or via its website, www.tc.gc.ca.

Health Canada



Health Canada regulates a wide array of goods including drugs, pharmaceuticals, vitamins, cosmetics, medical devices, natural health products, pesticides, radiation-emitting devices, toxic substances and some food products.

As outlined in [Memorandum 19-9-2: Importation and Exportation of Controlled Substances and Precursors](#), CBSA

assists Health Canada with administration of the Controlled Drugs and Substances Act and the Food and Drugs Act.

With regard to the Controlled Drugs and Substances Act, importation and exportation are considered to be illegal unless otherwise authorized by regulation or through an exemption. Memorandum 19-9-2 includes a detailed “Appendix B” which details specific requirements for different types of controlled substances or precursors.

In general, a licensed dealer, licensed producer or registered dealer may only import these products into Canada and a valid permit must accompany each shipment. Each permit carries an issuance and expiration date and is valid only for a onetime specific shipment of a controlled substance or precursor.

With regard to the Food and Drugs Act, requirements vary based on the nature of the product, although all [health products](#) must meet requirements for health and safety.

For drugs, importers must follow a strict import process based on the “schedule” it falls under. An importer may be asked to provide an ingredients list, or a Drug Identification Number (DIN). All natural products must have a Natural Product Number (NPN) or a Homeopathic Medicines Number (DIN-HM).

Drugs, health products and medical devices must also comply with other requirements, which may include but is not limited to:

- Importers of medical devices that fall within Health Canada's Class II, III and IV categorization must have a license for each device.
 - Importers of commercial shipments of medical devices must hold an establishment license. (Exceptions are made for certain cases. Retailers, healthcare facilities and individuals importing for personal use do not need establishment licenses.)
 - Importers are responsible for ensuring that every health product imported is compliant with the requirements of the Food and Drug Act and the Controlled Drugs and Substances Act. Importers must obtain or possess required licenses, permits or documents as required by the legislation.
- Importers can ask questions or receive clarification from Health Canada's Other Government Department Programs Unit, located in Ontario, by calling (613) 946-0240.

Reporting Your Data

Once a shipment is identified as falling within the purview of an OGD, and has obtained the required permits, licenses and/or documentation, the next step is to file that information with CBSA.

Depending on which government agencies are involved, an importer may be able to submit OGD documentation electronically. CBSA maintains an [OGD interface](#) through which documentation required by the Canadian Food Inspection Agency, Natural Resources Canada and Transport Canada can be electronically transmitted.



Shipments must have all documentation in place, including OGD permits and licenses, prior to arrival at the border.

Most commercial goods entering Canada require a “formal entry,” meaning a complete “document package” must be filed, reviewed and approved before a shipment can be released by CBSA for entry into the Canadian market.

Most goods are eligible to take advantage of CBSA’s electronic data interchange, and can have shipments accounted for and released via the [Accelerated Commercial Release Operations Support System \(ACROSS\)](#).

ACROSS is of particular benefit to shippers with OGD requirements, because it links directly with the OGD interface. This means that through ACROSS, shipments with OGD requirements from the Canadian Food Inspection Agency, Natural Resources Canada or Transport Canada, can have that documentation automatically aligned. In other instances, documentation will need to be forwarded to CBSA. Foreign Affairs, Trade and Development Canada, for example, will electronically exchange permit data with CBSA, and that information is then matched via ACROSS.

ACROSS is also able to capture additional documentation needed for OGD shipments including:

- [Pre-Arrival Review System \(PARS\)](#) – A release service option that allows importers to transmit shipment information to CBSA up to 30 days prior to arrival in Canada.
- [Release on Minimum Documentation \(RMD\)](#) – Information regarding value of shipments and duty and tax liabilities. RMD allows importers to obtain release of their goods by presenting data for interim accounting. Full accounting data and payment are not required at the time of release but must be fulfilled within a certain time frame.

An importer or broker can use ACROSS to enter all necessary documentation and shipment information, thereby eliminating the requirements to present paper documentation upon arrival at the border. As a result, border clearance wait times are generally reduced to a matter of minutes, assuming no OGD inspections are warranted.

Although ACROSS is currently the preferred option for importers who need to report information to OGDs, efforts are underway to improve the process via a single, streamlined system – the Single Window Initiative – that will offer a single source solution for most shipments.

Single Window Initiative

The United States and Canadian governments agreed in 2011 to work toward facilitating cross border trade by streamlining the customs reporting process and eliminating paperwork redundancies to the extent possible. A key part of that agreement, the Beyond the Border action plan, is the creation of a [Single Window Initiative](#) (SWI) by each country. When fully implemented, SWI will allow all required import information to be transmitted electronically to CBSA, and then funneled to the appropriate OGD or agency for evaluation.

When in place, the SWI will significantly improve current reporting processes, whereby identical information must often be transmitted multiple times to different agencies or departments. In fact, SWI will eventually replace the current ACROSS process.

Nine Canadian departments and agencies will participate in the SWI:

- Canadian Food Inspection Agency
- Canadian Nuclear Safety Commission
- Environment Canada
- Fisheries and Oceans Canada
- Foreign Affairs, Trade and Development Canada
- Health Canada
- Natural Resources Canada
- Public Health Agency of Canada; and
- Transport Canada.

Choosing the Right Partner for Your OGD-Shipment

Any party attempting to import a U.S.-manufactured vehicle into Canada will need to visit Transport Canada's website and access a copy of the agency's "Importing vehicles purchased in the United States," publication. One of the first things a reader will notice, is a blaring [headline](#) that states: "The following information is subject to change without notice – Transport Canada and the registrar of imported vehicles does not guarantee its accuracy."

At the same time though, the agency makes clear that customs compliance is the sole responsibility of an importer.

How then, can a business ensure a full understanding of the steps necessary to be in full compliance, and that it is operating based on updated information?

Most businesses choose to entrust this important responsibility to a customs broker or experienced logistics provider. A qualified third party can ensure full compliance with all OGD requirements, and a hassle-free, efficient clearance through the CBSA customs process. Among the qualities to look for in choosing a qualified partner:

Experience with CBSA. This cannot be overstated. Many U.S. businesses have made the mistake of assuming their logistics provider will navigate the customs process on their behalf, only to find out the hard way – when shipments are delayed at the border – that the provider has no real experience with CBSA requirements. Take steps to ensure

that any logistics provider has a solid track record with CBSA, and the resources necessary to stay abreast of rapidly changing OGD requirements.

Trusted Trade Program Participant. Both the United States and Canadian governments offer "trusted trader programs," whereby expedited clearance benefits are offered to businesses that meet strict conditions for supply chain integrity and business acumen. In the United States, this program is called the Customs-Trade Partnership Against Terrorism (C-TPAT), and membership has become a way for businesses to distinguish themselves as accomplished and experienced business partners.

Willingness to go the extra mile. A logistics provider should do more than simply meet CBSA compliance mandates. Instead, an experienced provider will offer insight about how a shipment can take advantage of opportunities to facilitate the clearance process, minimize tariff/duty obligations, or reduce freight costs. For example, while every product entering Canada must be assigned a 10-digit Customs Tariff code, used to assign tariffs, many shipments are assigned an incorrect code, which can result in higher tariff assessments than what is actually owed. A truly experienced logistics provider will take the time to ensure that a shipment is assigned the proper code, and that a shipper does not pay a penny more in tariff than is legally owed.

Proven track record. A logistics provider should be able to produce an impressive list of customers for whom it has successfully complied with CBSA OGD-requirements. Further, the logistics provider should be eager to have you contact those customers. If a company seems less than eager to discuss its history of transporting shipments through the customs process, it may be a signal that it is not up to the task.

Conclusion

In a list of ["Canadian Trade Law Predictions for 2016."](#) trade law expert Cyndee Cherniak forecast that "the Canada Border Services Agency will increase Administrative Monetary Penalties (AMPS) for customs, import and export infractions." Cherniak notes "this is easy money" for the government, since there is little resistance to imposing penalties for non-compliance with laws.

This prediction seems support an earlier report from Cherniak advising, "Importers of tires into Canada to come under CBSA scrutiny."

In other words, importers face increased pressure to ensure full compliance for any product that falls under the purview of an OGD. And with Canadian department and agency compliance mandates subject to frequent revision, it can be difficult for a shipper to know exactly what documentation and import protocols are required.

For an experienced customs broker or logistics provider though, OGD compliance is all in a day's work. An experienced partner will not only ensure full compliance, but a highly-efficient customs clearance that takes advantage of trade facilitation opportunities. With an experienced partner on its team, a business can focus on growing its Canadian sales, and leave border compliance to an expert.

Purolator. We deliver Canada.

Purolator is the best-kept secret among leading U.S. companies who need reliable, efficient, and cost-effective shipping to Canada. We deliver unsurpassed Canadian expertise because of our Canadian roots, U.S. reach, and exclusive focus on cross-border shipping.

Every day, Purolator delivers more than 1,000,000 packages. With the largest dedicated air fleet and ground network, including hybrid vehicles, and more guaranteed delivery points in Canada than anyone else, we are part of the fifth largest postal organization in the world.

But size alone doesn't make Purolator different. We also understand that the needs of no two customers are the same. We can design the right mix of proprietary services that will make your shipments to Canada hassle free at every point in the supply chain.

For more information:

Purolator International

1.888.511.4811

wedeliverycanada@purolator.com

www.purolatorinternational.com

<http://blog.purolatorinternational.com>



References

["A Step by Step Guide to Importing."](#) Forum for International Trade Training, 2008.

["Accelerated Commercial Release Operations Support System \(ACROSS\)."](#) CBSA, June 17, 2011.

["Administrative Monetary Penalty System \(AMPS\) Master Penalty Document."](#) Livingston International, 2007.

"Audit of the Administration of Permit, License, and Other Requirements for Commercial Goods," CBSA, November 2009.

["Canada Border Services Agency Gives Self Mixed Review in Internal Audit."](#) Trade Lawyer's Blog, February 22, 2010.

Cherniak, Cyndee, ["Canadian Trade Law Predictions for 2016."](#) Canada-U.S. blog, January 1, 2016.

Cherniak, Cyndee, ["Importers of Tires into Canada to Come Under CBSA Scrutiny."](#) Trade Lawyer's Blog, June 2, 2011.

["D-19 - Acts and Regulations of Other Government Departments."](#) CBSA, November 11, 2013.

["Five Questions Every Canadian Food Importer/Exporter Should Ask."](#) Livingston International, 2014.

["Food Shipments Refused Entry into Canada: 2015 - 16."](#) Canadian Food Inspection Agency, November 16, 2015.

["Frequently asked questions -- Importing vehicles purchased in the United States."](#) Transport Canada, August 22, 2014.

["Good Importing Practices for Food."](#) Canadian Food Inspection Agency, January 8, 2014.

["How Other Government Departments Affect Imports."](#) Pacific Customs Brokers Ltd., October 26, 2010.

["Importing Vehicles Purchased in the United States."](#) CBSA, November 17, 2014.

["Memorandum D19-9-1: Importation of Human Drugs, Natural Health Products, and Medical Devices Regulated by the Food and Drugs Act."](#) CBSA, August 20, 2014.

["Memorandum D19-9-2: Importation and Exportation of Controlled Substances and Precursors."](#) CBSA, September 5, 2014.

["Memorandum D19-12-1 -- Importation of Vehicles."](#) CBSA, July 18, 2014.

["Memorandum D19-12-2: Importation of Tires."](#) CBSA, January 27, 2012.

["OGD Interface."](#) CBSA, March 7, 2014.

["Other Government Departments and Agencies: Reference List for Importers."](#) Canada Border Services Agency, March 28, 2014.

["Release of your shipment."](#) CBSA, September 16, 2013.

["Single Window Initiative."](#) CBSA, September 22, 2015.

["Step-by-Step Guide to Importing Commercial Goods into Canada."](#) CBSA website, November 10, 2015.

["The New Automotive System -- Highway Mode."](#) Memorandum D17-3-1, CBSA, April 16, 2013.

["Things to know before importing a vehicle into Canada."](#) Transport Canada, August 22, 2014.

["U.S.-Canada Trade Facts."](#) Office of the United States Trade Representative, N.D.

["Vehicle Import Compatibility list for vehicles purchased in the United States -- Ford, Lincoln, Mercury."](#) CBSA, December 21, 2015.