

# CN Customs Bulletin

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## Update on Montreal-destined cargo over CN Valleyfield

As you are aware, the delay in importers in picking up their cargo from inland terminals has congested the supply chain including Canada's ports. In consultation with Federal Government agencies, CN will be handling some Montreal-destined cargo over CN Valleyfield (Port 0395/sublocation 5969). The goal is to increase the volume of imports that can depart the ports thereby reducing the time containers ships are anchored in Canadian ports. CBSA is participating in this solution and has established processes to be followed. Following are answers to frequent questions being asked of CN:

### How are containers selected to be handled at Valleyfield?

The port terminals will select Montreal-destined import containers from their grounded inventory and load them on Valleyfield-destined rail cars and advise CN of the containers numbers when completed. After advisal, CN will update the destination on the rail billing to show final destination as Valterm, PQ (CN Valleyfield).

CN will provide its immediate Customers with a list of containers routed to CN Valleyfield within 24 hours of train departure from the port.

### Is it possible to segregate certain containers from loading to CN Valleyfield? Is it possible to keep containers on a single Bill of Lading together?

Port operators select containers from the Montreal block to be loaded on CN Valleyfield-destined rail cars based on the port's operational efficiency and rail car loading safety requirements. As such, Port operators are unable to segregate specific containers. At the time of loading to rail, Port operators do not have visibility to specific containers manifested on a single Bill of Lading and as such are unable to segregate.

### What happens when there are multiple containers on a single Bill of Lading and the containers move to two different terminals to (CN Taschereau and CN Valleyfield)?

System limitations in CBSA's ACROSS system prevents certain actions and the system is both very complex and difficult to change. Therefore, the terms used in this response represent the CBSA and system terminology.

- When one CCN covers multiple containers and the containers move to different locations for logistical reasons, **all** containers on the CCN must physically **report** to the sublocation code that is indicated on the CCN. After the Port loads to rail, CN will notify its immediate Customers when containers are destined to CN Valleyfield. The Steamship Company and/or Freight Forwarder may update the sublocation initially indicated on the CCN if the first container on the CCN will arrive at a different sublocation.
- Provided all containers are in Canada, the WACM will be triggered upon arrival of the first container on the CCN at the CCN's destination sublocation code. The WACM will arrive all containers on the CCN.



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- If there is a release on file and in good standing, all containers on the CCN will be released.
- If there is a referral on the CCN, all containers on the CCN will be held until the exam is complete and the shipment is released.
- If the CCN is not released at the time of WACM, all containers must physically remain at the destination sublocation code. The expectation from CBSA is that all containers will be cleared at WACM (irrespective of their destination) if the process is followed. Anomalies will be dealt with as they arise.

## Does the e-manifest's final destination have to be updated prior to the container departing origin?

No, a change to the final destination can be made provided the container has not arrived at its final destination. For Buyer's Consolidation, please follow the process below.

Buyer's Consolidation shipments:

Buyer's Consolidation shipments require CBSA intervention when updating the sublocation code after vessel arrival. For Buyer's Consolidation shipments (primary cargo and eHBLs are destined to the same AR sublocation). The Freight Forwarder will need to e-mail CBSA at [CBSA.Commercial-395.ASFC@CBSA-ASFC.gc.ca](mailto:CBSA.Commercial-395.ASFC@CBSA-ASFC.gc.ca) and [301COM395G@CBSA-ASFC.gc.ca](mailto:301COM395G@CBSA-ASFC.gc.ca) to have the "Close" message manually cancelled. Once the Close message is manually cancelled by CBSA the Freight Forwarder/Steamship Company can update the electronic house bills and the primary cargo with the new sublocation code. After this, an updated house bill "Close" message can be transmitted.

The wording on the BSF673 in the "the reason for request field" should be:

## EHBL close message #

Please cancel the eHBL close message. The close message must be manually cancelled by the CBSA in order for the sublocation on the eHBL and the primary cargo to be updated due to a change in destination for Buyer's Consolidation.

## Who can we reach out to at CBSA with questions on the CN Valleyfield process?

Industry can reach out to CBSA at their usual point of contact. CBSA is already receiving questions and answering questions as they are received. CBSA has advised that the BIS-line is active and can be found on CBSA's Internet page.

## Additional Notes from CBSA:

- The Close message or Deconsolidation message are CBSA's confirmation that the liability was passed on to the freight forwarder with the 8000 manifest and should not be construed as a customs release.
- The stamped RMD correction sheet (A48) is only the confirmation that a correction was accepted and made by CBSA in their system. It is not a customs release and not a re-manifest.

Please ensure that any changes to a sublocation code are made in accordance with the [Reporting of Imported Goods Regulations](#) and are cascaded throughout the trade chain.

