

Update on Toronto-destined cargo over CN's Mississauga Intermodal Service Center (MISC)

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 Toronto-destined cargo over CN's Mississauga Intermodal Service Center (MISC) (Port 0495/sub-location 5974). 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 CN MISC?

Toronto-destined import containers are loaded from the port's grounded inventory onto rail cars. Based on the train and yard capacity, cars will be identified as destined to CN MISC. CN will update the destination on the rail billing to show final destination as MISINTSER ON (CN MISC). On de-ramp, pre identified Containers will be shuttled by truck to CN-MISC.

CN will provide its immediate Customers with a list of containers routed to CN MISC within 24 hours of train departure from the port. The Steamship Company and/or Freight Forwarder must update the sub-location code to Port 0495/sub-location 5974.

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

At the time of loading to rail, Port operators load containers to rail cars based on operational efficiency and car loading safety requirements. Port operators do not have visibility to specific containers manifested on a single Bill of Lading and as such specific containers are unable to be co-loaded. Containers from the Toronto block are selected to be shipped to CN MISC based on train and yard capacity. As such, specific containers are unable to be segregated.

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

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 sub-location code that is indicated on the CCN. After departure from the port, CN will notify its immediate Customers when containers are destined to CN MISC. The Steamship Company and/or Freight Forwarder may update the sub-location initially indicated on the CCN if the first container on the CCN will arrive at a different sub-location.
- 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 sub-location 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 sub-location 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 sub-location code after vessel arrival. For Buyer's Consolidation shipments (primary cargo and eHBLs are destined to the same AR sub-location). The Freight Forwarder will need to e-mail CBSA at CBSA.GTARCODDistDPRUnit-RGTCODDistEDTUnit.ASFC@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 sub-location code. After this, an updated house bill "Close" message can be transmitted. The request should state in the Subject line: CN MISC – House bill Close Message – John Doe Freight Forwarding – XXXX 0000000 (replacing John Doe with the Freight Forwarder's name and replacing XXXX 000000 with the subject container's initials and number).

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 sub-location 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 MISC 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.

For local CSCB inquiries not pertaining to CN MISC Close Message Requests, please follow regular procedures. Pearson International Airport CBSA Commercial Operations can be contacted by phone at 905-676-3626.

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 sub-location code are made in accordance with the Reporting of Imported Goods Regulations and are cascaded throughout the trade chain.

