

U. S. DEPARTMENT OF COMMERCE

FIELD SERVICES

SALT LAKE CITY, UTAH

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GENERAL RULES FOR DOCUMENTING SHIPMENTS TO CANADA

Export licensing (not required for Canadian consumption).

No U. S. export license is required for shipments to Canada of U. S. goods intended for Canadian consumption. Goods intended for re-export from Canada are subject to the same U. S. licensing regulations as if shipped directly to the intended country of destination.

U. S. Shipper's Export Declaration (to be filed with carrier).

Mail, including parcel post, shipments to Canada do not require a U. S. Shipper's Export Declaration unless valued at \$100 or more and shipped from one business concern to another. If valued at \$100 or more and shipped from one business concern to another, mail shipments to Canada require only one copy to be filed with the Postmaster.

Shipments other than by mail, <sup>valued ~~from~~ 32.50 or more</sup> regardless of value, for which a bill of lading will be issued by the carrier, require the Shipper's Export Declaration in 2 copies. Notarization is not required. Shipments by rail of more than one car require a separate declaration for each car.

The Shipper's Export Declaration (U. S. Form 7525-V) may be purchased in blocks of 100 for \$1.00 from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20401, or from the Field Office of the Department of Commerce at 3235 Federal Building, 125 South State, Salt Lake City, Utah 84111.

The Declaration, filled out in complete detail, must be presented to the Collector at the United States port of export. The Field Office will answer specific questions and render other assistance as needed in the preparation of the Shipper's Export Declaration. The form calls for a Schedule B (statistical) number which the Field Office will supply but for such inquiries the exporter must give a sufficient description of the product.

Canadian Invoice Form Required (for billing the Canadian importer).

Canadian Customs require that commercial shipments of goods valued at \$50 or more be billed to the Canadian importer in a special form (called N-A if the goods are sold prior to shipment and N-A if shipped on consignment for later sale). Commercial shipments valued at less than \$50 ~~\$75~~ \$200.

may be billed to the Canadian importer on the exporter's regular invoice. In any case, at least 4 copies are to be mailed to the Canadian importer of which 3 must be presented by him to Canadian Customs to clear the shipment. Goods cannot be cleared without an invoice; prompt mailing to the importer is therefore required.

Supplies of invoices printed in the required Canadian M-A and N-A forms are sold by commercial printers in the various cities of the United States. This office will be happy to explain how the invoices may be obtained.

Both M-A and N-A forms require certification of the origin and home market value of the goods, but only the N-A form requires notarization.

#### Truck Shipments

In documentation, shipping by truck does not differ from requirements for railway freight or express. The trucker must present the U. S. Shipper's Export Declaration in 2 copies to the U. S. Customs Collector at the port of exit. On the Canadian side of the border, he must present his manifest to Canadian Customs for checking. The trucker need not carry the M-A (or N-A) invoice with him but since the invoice must be presented for clearance, many importers and truckers arrange that the trucker carry the invoice with the merchandise to expedite clearance. However, this is a private arrangement, not a requirement of Canadian Customs; the goods cannot be delivered until the importer or his agent (e.g., a customs broker) makes an import entry.

#### Air Shipments

In the case of shipments by air freight or air express, the M-A (or N-A) invoice and the Shipper's Export Declaration should accompany the goods. The declaration will be presented by the carrier to U. S. Customs before the aircraft clears from the United States. The invoices will be given by the carrier to the consignee upon arrival at the Canadian destination.