



Fact Sheet

January 2005

Advance Commercial Information

Advance Commercial Information (ACI) program allows the Canada Border Services Agency (CBSA) to better protect Canadian society by getting the right information at the right time to make informed decisions about whether to examine shipments. ACI is introducing more effective risk management processes and tools for unknown and high-risk shipments (non-**Customs Self Assessment** or **FAST**), to enhance our ability to detect contraband and threats to our health, safety, and security.

To support the risk assessment process, the CBSA will require certain cargo, conveyance, and importer data **before** the goods arrive into the country. It will be mandatory that this data be transmitted electronically in order to ensure quick and efficient processing. The CBSA will use a risk management approach, with sophisticated selectivity and targeting capabilities, to detect high-risk shipments. At the same time, legitimate low-risk shipments will be cleared more quickly.

ACI is being delivered in phases. In accordance with the *Canada-U.S. Smart Border Declaration*, the focus of ACI Phase 1 was on marine cargo and conveyance information. Since April 19, 2004, marine carriers and freight forwarders, where applicable, have been required to electronically transmit marine cargo data to the CBSA 24 hours prior to the loading of the cargo in the foreign port. The CBSA risk assesses the data, and determines whether examinations are required in foreign ports to address any potential security threats. Examinations for other reasons are conducted at the first point of arrival in Canada.

ACI Phase 2 will focus on air cargo and conveyance information and is expected to be implemented in December 2005. Air carriers and freight forwarders, where applicable will be required to transmit air cargo and conveyance data at least 4 hours prior to arrival or by the time of take off for flights less than 4 hours. This will enable the CBSA to complete the risk assessment process by the time the shipment arrives in Canada.

Subsequent phases of ACI will require the transmission of advance electronic cargo and conveyance information from carriers for all highway and rail shipments. In addition, the transmission of advance electronic secondary data will be required from freight forwarders and the transmission of advance electronic importer data will be required from importers or their brokers.