

Canada & U.S. Customs Acronyms  
2004

ACRONYM	TERM DENOTED
24 Hour Rule	<p><b>Advanced Marine Manifest Data - BCBP</b> The 24-hour rule requires sea carriers and NVOCCs (Non-Vessel Operating Common Carriers) to provide U.S. Customs with detailed descriptions of the contents of sea containers bound for the United States — 24 hours before the container is loaded on board a vessel. The rule allows U.S. Customs officers to analyze the container content information and identify potential terrorist threats before the U.S.-bound container is loaded at the foreign seaport, not after it arrives in a U.S. port. Initially, enforcement efforts will focus only on significant violations of the cargo description requirements of the 24-hour rule. For example, the use of such vague cargo descriptions as "Freight-All-Kinds," "Said-To-Contain," or "General Merchandise," will no longer be accepted.</p>
ACE	<p><b>Automated Commercial Environment - BCBP</b> Customs' current import system, the Automated Commercial System (ACS), was designed in 1984 and will not be able to meet the increasingly complex, long-term requirements impacted by the growth in trade, enforcement responsibilities, and legislation. Consequently, replacing ACS with the Automated Commercial Environment (ACE) will bring the Customs import system up to current world standards and is being designed to be flexible and adaptable-so it can change as business needs change or as new technologies become available. ACE processes goods imported into the United States by providing an integrated, fully automated information system to enable the efficient collection, processing, and analysis of commercial import and export data. ACE will simplify dealings between U.S. Customs and the trade community by automating time-consuming and labor-intensive transactions. In spring 2003, U.S. Customs will begin to provide support via the Internet to Customs trade account managers and 40 selected importers. ACE capabilities will be expanded approximately every 6 months as the project continues.</p>
ACI	<p><b>Advance Commercial Information - CBSA</b> ACI will introduce more effective risk management processes and tools for unknown and high-risk shipments (non-Customs Self Assessment), to enhance our ability to detect contraband and threats to our health, safety, and security. To support the risk assessment process, customs will require certain cargo, conveyance, and importer data before the goods arrive into the country. To ensure quick and efficient processing, the data must be transmitted electronically. Customs will then 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. A modernized, fair, and effective sanctions regime, administered through the Administrative Monetary Penalty System (AMPS), will help to ensure compliance.</p>
ACIS	<p><b>Automated Customs Information Service - CBSA</b> The ACIS is a computerized, 24-hour telephone service that automatically answers all incoming calls and provides general customs information. You can use a Touch-Tone™ telephone to hear recorded information on a variety of customs topics such as personal importations, travelers' exemptions, commercial importations/exportations, postal information, currency exchange rates, CANPASS, and trade agreements. The service is available in both official languages. If you call during office hours, you can speak directly to an agent.</p>
ACROSS	<p><b>Accelerated Commercial Release Operations Support System - CBSA</b> The Accelerated Commercial Release Operations Support System (ACROSS) lets the importer or broker use EDI technology to transmit customs release and invoice data to any automated customs office. ACROSS can help you revolutionize your business procedures to meet the demands of an ever-changing market. You can:</p> <ul style="list-style-type: none"> <li>• exchange information 24 hours a day, 7 days a week;</li> <li>• exchange release and permit data electronically, including Foreign Affairs Customs Automated permits;</li> <li>• process releases for several ports of clearance from one location;</li> <li>• improve the accuracy of information by exchanging data without rekeying;</li> <li>• improve service delivery; and</li> <li>• reduce paper and handling costs by eliminating the photocopying and faxing of your release packages.</li> </ul>
ACS	<p><b>Automated Commercial System – BCBP</b> Please see ACE (Automated Commercial Environment)</p>
AMPS	<p><b>Administrative Monetary Penalty System - CBSA</b> AMPS is a civil penalty regime that will secure compliance with customs legislation through the application of monetary penalties. AMPS penalties apply to contraventions of the <i>Customs Act</i>, the <i>Customs Tariff</i>, the <i>Special Import Measures Act</i> (SIMA), and the regulations hereunder, as well as contraventions of the terms and conditions of licensing agreements and undertakings.</p>
APEC	<p><b>Asia-Pacific Economic Cooperation</b> APEC is a forum for facilitating economic growth, cooperation, trade and investment in the Asia-Pacific region. APEC has a membership of 21 economic jurisdictions, a population of over 2.5 billion and a combined GDP of 19 trillion US dollars accounting for 47 percent of world trade. Member nations include Australia, Brunei Darussalam, Canada, Chile, China, Hong Kong, Indonesia, Japan, Korea, Malaysia, Mexico, New Zealand, Papua New Guinea, Peru, the Philippines, Russia, Singapore, Taipei, Thailand, the United States, and Vietnam.</p>
API/PNR	<p><b>Advanced Passenger Information/Passenger Name Record</b></p>

ATS	<p><b>Automated Targeting System – BCBP</b></p> <p>ATS will assist Customs officers in identifying imports that pose a high risk of containing narcotics or other contraband. The system standardizes bill-of-lading, entry, and entry summary data received from the Automated Commercial System (ACS) and creates integrated records called "shipments". These shipments are then evaluated and scored by ATS, through the use of over 300 weighted rules derived from targeting methods used by experienced Customs personnel. The higher the score, the more the shipment warrants attention.</p>
BCBP	<p><b>Bureau of Customs and Border Protection – United States</b></p> <p>BCBP became an official agency of the Department of Homeland Security on March 1, 2003. Generally called Customs and Border Protection (CBP), it combined employees from the Department of Agriculture, the Immigration and Naturalization Service, the Border Patrol and the U.S. Customs Service.</p>
BCS	<p><b>Border Cargo Selectivity -USDA</b></p> <p>The Border Cargo Selectivity system determines risk assessment and examination requirements for high volume borders. Cargo selectivity accepts data transmitted through the Automated Broker Interface (ABI) and compares it against established criteria. Cargo Selectivity facilitates faster cargo processing.</p>
CADEX	<p><b>Customs Automated Data Exchange - CBSA</b></p> <p>CBSA offers an alternative to presenting paper copies of Form B3, <i>Canada Customs Coding Form</i>. The CBSA processes 96% of all the B3 forms they receive using the CADEX system. This system also provides you with access to reports and files to assist in the electronic preparation of Form B3. If you receive authorization to use CADEX, you can electronically transmit your Form B3 information directly to the CBSA's computer system over telecommunications lines.</p>
CANPASS	<p><b>Pre-approved entry system – CBSA</b></p> <p>CANPASS users do not need to interact with a customs officer each time they enter the country. They use a traveler declaration card to declare imported goods and may charge any duties or taxes payable to a pre-authorized credit card account. All CANPASS participants undergo a rigorous security screening process, in advance. Prior to be accepted into the program, CANPASS participants' backgrounds are carefully examined by Customs and Immigration officials. The program is open to citizens and permanent residents of Canada and the United States who have not had a serious customs infraction and/or have not been convicted of any offence. The applicant must also be considered admissible to Canada under the legislation of Citizenship and Immigration Canada.</p>
CAP	<p><b>Customs Action Plan - CBSA</b></p> <p>A five-year plan that the CBSA launched in April 2000. The plan's main features are risk-based processes for traders and travelers, and a fair and effective sanctions regime. Legitimate low-risk trade and travel will be streamlined, based on a comprehensive risk management system that incorporates the principles of pre-approval, advance information, and self-assessment. Higher-risk people and goods will be processed more intensively. Managing risk allows us to deal effectively with today's growth and diversity in trade and travel. It also prepares us for future challenges, such as increasing volumes generated by free trade with the U.S. and other trade agreements. The Customs Action Plan requires that, where possible, all compliance verification for contraband, health, and safety be conducted at the first point of arrival. Most other types of verifications will be done after release, away from the border, although some trade-related verification may be necessary at first point of arrival. Technology supports the CBSA's new approach and makes it possible for Canadians to interact with customs through electronic data interchange and the Internet.</p>
CBP	<p><b>Customs and Border Protection – United States</b></p> <p>See <i>BCBP</i></p>
CBSA	<p><b>Canada Border Services Agency</b></p> <p>The Canada Border Services Agency (CBSA) was created on December 12, 2003. It is part of the new portfolio of Public Safety and Emergency Preparedness, which includes emergency preparedness, crisis management, national security, corrections, policing, oversight, crime prevention, as well as border services. The CBSA reports to the Deputy Prime Minister and Minister of Public Safety and Emergency Preparedness, the Honourable Ann McLellan.</p> <p>The CBSA brings together all the major players involved in facilitating and managing the movement of goods and people into Canada. It integrates several key functions previously spread among three organizations: the Customs Program from the Canada Customs and Revenue Agency, the Intelligence, Interdiction and Enforcement program from Citizenship and Immigration Canada, and the Import Inspection at Ports of Entry program from the Canadian Food Inspection Agency.</p>
CDRP	<p><b>Commercial Drivers Registration Program - CBSA</b></p>
CFIA	<p><b>Canadian Food Inspection Agency</b></p> <p>The creation of the Canadian Food Inspection Agency (CFIA), in April 1997, brought together inspection and related services previously provided through the activities of four federal government departments – Agriculture and Agri-Food Canada, Fisheries and Oceans Canada, Health Canada and Industry Canada. The establishment of the CFIA consolidated the delivery of all federal food, animal and plant health inspection programs. The CFIA delivers 14 inspection programs related to foods, plants and animals in 18 regions across Canada. Their role is to enforce the food safety and nutritional quality standards established by Health Canada and, for animal health and plant protection, to set standards and carry out enforcement and inspection.</p>
CIP	<p><b>Compliance Improvement Plan - CBSA</b></p> <p>The CIP outlines national customs priorities for border examinations, post-release verifications, client service activities and investigations for all modes and business lines. For each priority area, plans have been developed that identify commodities and outline the number and type of border examinations, post-release verifications and client service that will be required by port and region.</p>
CITP	<p><b>Certified International Trade Professional</b></p> <p>The Forum for International Trade Training (FITT) offers the only national professional designation in Canada that recognizes individuals' experience in international trade, the C.I.T.P. designation. A Certified International Trade Professional has met rigorous requirements in education, training and experience. C.I.T.P.s have made a commitment to adhere to the Standards of Ethical Conduct, bringing a new level of accountability and increased recognition to the profession of international business and trade.</p>
CITT	<p><b>Canadian International Trade Tribunal</b></p> <p>The Canadian International Trade Tribunal (the Tribunal) is an administrative tribunal operating within Canada's trade remedies system. It is an independent quasi-judicial body that carries out its statutory responsibilities in an autonomous and impartial manner and reports to Parliament through the Minister of Finance. The Tribunal's mandate is to:</p> <ul style="list-style-type: none"> <li>conduct inquiries into whether dumped or subsidized imports have caused, or are threatening to cause, material injury to a domestic industry;</li> </ul>

	<ul style="list-style-type: none"> <li>hear appeals of decisions of the Canada Border Services Agency made under the <i>Customs Act</i>, the <i>Excise Tax Act</i> and the <i>Special Import Measures Act</i>;</li> <li>conduct inquiries and provide advice on such economic, trade and tariff issues as are referred to the Tribunal by the Governor in Council or the Minister of Finance;</li> <li>conduct inquiries into complaints by potential suppliers concerning procurement by the federal government that is covered by the <i>North American Free Trade Agreement</i>, the <i>Agreement on Internal Trade</i> and the <i>World Trade Organization Agreement on Government Procurement</i>;</li> <li>conduct safeguard inquiries into complaints by domestic producers that increased imports are causing, or threatening to cause, serious injury to domestic producers; and</li> <li>conduct investigations into requests from Canadian producers for tariff relief on imported textile inputs that they use in their production operations</li> </ul>
CRA	<p><b>Canada Revenue Agency</b> On December 12, 2003, the Canada Customs and Revenue Agency (CCRA) became the Canada Revenue Agency (CRA). The customs program is now part of the new Canada Border Services Agency (CBSA) [see above].</p> <p>The CRA continues to administer tax laws for the Government of Canada and for most provinces and territories. They also continue to look after social and economic benefit and incentive programs delivered through the tax system.</p> <p>Until it's officially modified by an act of Parliament, CCRA remains the only name that can be used on documents of a legal or contractual nature. You'll continue to see "CCRA" on some government Web sites and certain other documents. Over time, many of these pages, forms, and documents will be modified to reflect the change to the CRA.</p>
CSA	<p><b>Customs Self-Assessment - CBSA</b> CSA was launched in December 2001. This initiative fundamentally re-engineers the customs commercial process by partnering the Canada Border Services Agency (CBSA) with pre-approved traders. CSA eliminates many of the traditional import impediments, which means processing low-risk U.S. shipments more quickly. Importers approved to participate in the CSA program also enjoy the benefits of:</p> <ul style="list-style-type: none"> <li>a streamlined accounting and payment process for all imported goods; and,</li> <li>a streamlined clearance process for eligible goods when an approved carrier and driver registered with the Commercial Driver Registration Program are involved.</li> </ul> <p>The streamlined accounting and payment process gives importers the ability to use their own business systems and processes to trigger trade data and revenue reporting. The streamlined clearance process also allows for the clearance of eligible goods based on the identification and validation of the approved importer, approved carrier and registered driver. In order to take advantage of the benefits of the CSA program, applicants must undertake a comprehensive 3-part pre-approval process: In Part I, clients must undergo a risk assessment to demonstrate that they have a history of compliance; In Part II, applicants must show that their business processes as well as books and records have the necessary linkages, controls, and audit trails to support CSA requirements; and In Part III, clients must commit to meeting their obligations under the program by signing a client undertaking with the Canada Border Services Agency. In addition, commercial drivers will have to apply and be approved for the Commercial Driver Registration Program (CDRP), which includes a rigorous pre-screening process. Once approved in the CDRP, the driver will be issued photo-identification card with a bar code that must be presented upon arriving at customs.</p>
CSI	<p><b>Container Security Initiative – BCBP</b> In Jan. 2002, U.S. Customs launched the Container Security Initiative (CSI) to prevent global containerized cargo from being exploited by terrorists. The initiative is designed to enhance security of the sea cargo container – a vital link in global trade. Some 200 million sea cargo containers move annually among the world's top seaports, and nearly 50 percent of the value of all U.S. imports arrive via sea containers.</p>
CSIS	<p><b>Canadian Security Intelligence Service</b></p>
C-TPAT	<p><b>The Customs-Trade Partnership Against Terrorism - BCBP</b> The Customs-Trade Partnership Against Terrorism (C-TPAT) is a cooperative endeavor between the trade community and U.S. Customs Service to develop, enhance, and maintain effective security processes throughout the global supply chain. This section will provide program information and updates on C-TPAT and related programs such as the joint border initiative named the Free and Secure Trade (FAST) program between the United States and Canada. The C-TPAT program is accepting applications in various international supply chain categories.</p>
CUSDEC	<p><b>Customs Declaration – CBSA</b> This is another way to electronically transmit accounting data. CUSDEC is an international format that uses UN/EDIFACT, and operates in a manner similar to CADEX.</p>
DFAIT	<p><b>Department of Foreign Affairs and International Trade - Canada</b> The Department's legal mandate, as set out in the <i>Department of Foreign Affairs and International Trade Act</i>, RSC 1985, c. E-22, is to:</p> <ul style="list-style-type: none"> <li>conduct all diplomatic and consular relations on behalf of Canada;</li> <li>conduct all official communication between the Government of Canada and the government of any other country and between the Government of Canada and any international organization;</li> <li>conduct and manage international negotiations as they relate to Canada;</li> <li>coordinate Canada's economic relations;</li> <li>foster the expansion of Canada's international trade;</li> <li>coordinate the direction given by the Government of Canada to the heads of Canada's diplomatic and consular missions and to manage these missions;</li> <li>administer the foreign service of Canada;</li> <li>foster the development of international law and its application in Canada's external relations</li> </ul>
EDI	<p><b>Electronic Data Interchange</b> EDI release allows you to electronically transmit release data, including invoice information, to the Accelerated Commercial Release Operations Support System (ACROSS). A customs officer reviews the information and transmits the release decision back to you via the RNS/CADEX Release Notification Report.</p>

EPPS	<b>Expedited Passenger Processing System – CBSA</b> A proposed automated system that will allow pre-approved travelers expedited processing through an automated kiosk, using biometric technology to confirm identity, instead of through the normal Primary Inspection Line (PIL) process.
FA	<b>Focused Assessments - BCBP</b> The Focused Assessment is a risk-based approach where the basic concept is to limit the scope of the audit so Customs and company resources can be used most effectively. BCBP knows from experience that companies with good internal Customs systems are much more likely to be compliant and that companies without sufficient system controls pose a higher risk to Customs. Focused Assessments therefore, begin by evaluating a company's importing system. This allows Customs to identify weaknesses that indicate a potential risk of non-compliance. If system controls are adequate, the review ends there. If however, controls are inadequate, Customs will conduct sufficient tests of transactions to quantify the risk.
FAST	<b>Free And Secure Trade – CBSA/BCBP</b> In the Shared Border Accord with a 30-point action plan, the Canadian and the American governments have agreed to align, to the maximum extent possible, their customs commercial programs along their shared border. This agreement marked the creation of the Free And Secure Trade program, which is the result of a shared objective to enhance the security and safety of Canadian and Americans, while enhancing the economic prosperity of both countries. The FAST program will allow imports on the Canada/U.S. border to obtain expedited release for qualifying commercial shipments.
FIRST	<b>Frequent Importer Release System - CBSA</b> FIRST is another line release option. If you have established a sound compliance record, you can apply for FIRST privileges to obtain release of low-risk, low-revenue shipments that you import on a regular basis. If you qualify, CBSA gives you an authorization number which appears on your pre-approved import document that identifies your FIRST shipments. When the goods arrive at the border, the carrier presents the import document with the bar-coded authorization and transaction number, a description of the goods, and related invoices. CBSA inputs the bar code into their computer system to confirm that you have FIRST privileges for the goods on hand. The customs officer then decides whether to release the shipment or refer it for examination.
FTAA	<b>Free Trade Area of The Americas</b> The effort to unite the economies of the Western Hemisphere into a single free trade agreement began at the Summit of the Americas, which was held in December 1994. The Heads of State and Government of the 34 democracies in the region agreed to construct a Free Trade Area of the Americas, or FTAA, in which barriers to trade and investment will be progressively eliminated, and to complete negotiations for the agreement by 2005. The 34 countries include Antigua and Barbuda, Argentina, Bahamas, Barbados, Belize, Bolivia, Brazil, Canada, Chile, Colombia, Costa Rica, Dominica, Dominican Republic, Ecuador, El Salvador, Grenada, Guatemala, Guyana, Haiti, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, Suriname, Trinidad and Tobago, United States, Uruguay, Venezuela
G7	The members of the G7, the United States, Japan, Germany, France, Italy, Great Britain and Canada, together with their participating partners, the European Union and Russia, command a majority of the world's capabilities in such fields as GNP, trade, finance and direct foreign investment. At the annual G7 and now G8 Summit of their leaders and through a host of newly created ministerial forums, they have moved adroitly to address priority challenges in the fields of economics, security and the new generation of transnational or global issues. Amidst the competition to secure their respective national interests, the members of the G7 have arrived at and honoured timely agreements to shape the new international order in such areas as security, trade policy, human rights, development assistance and macroeconomic co-ordination. Despite widespread media skepticism since its founding in 1975 and continuing concerns about its legitimacy and representation, the G7 stands as a system of international institutions providing political direction for a rapidly evolving world.
GATT	<b>General Agreement on Tariffs and Trade - WTO</b> GATT, the international agency, no longer exists. The World Trade Organization (WTO) has now replaced it. GATT, the agreement, does still exist, but it is no longer the main set of rules for international trade. GATT always dealt with trade in goods, and it still does. It has been amended and incorporated into the new WTO agreements. The updated GATT lives alongside the new General Agreement on Trade in Services (GATS) and Agreement on Trade-Related Aspects of Intellectual Property Rights (TRIPS). The WTO brings the three together within a single organization, a single set of rules and a single system for resolving disputes. GATT was two things: <ul style="list-style-type: none"> <li>• an international agreement, i.e. a document setting out the rules for conducting international trade, and</li> <li>• an international organization created later to support the agreement</li> </ul>
GATS	<b>General Agreement on Trade in Services - WTO</b> The creation of the General Agreement on Trade in Services (GATS) was one of the achievements of the Uruguay Round, whose results entered into force in January 1995. The GATS was inspired by essentially the same objectives as its counterpart in merchandise trade, the General Agreement on Tariffs and Trade (GATT): creating a credible and reliable system of international trade rules; ensuring fair and equitable treatment of all participants (principle of non-discrimination); stimulating economic activity through guaranteed policy bindings; and promoting trade and development through progressive liberalization.
HS	<b>Harmonized System</b> The Harmonized System (HS) of tariff nomenclature is used as a basis for the collection of Customs duties and international trade statistics by almost all countries. Use of the HS ensures that a Customs administration produces statistics in exact accord with international classification standards. Currently 179 countries and Customs or Economic Unions (including 104 Contracting Parties to the HS Convention), representing about 98 % of world trade, use the Harmonized System. It is therefore one of the most important instruments in world trade. While today, the Harmonized System is a valuable tool to ensure proper revenue collection, the initial impetus when it was developed during the 1970s and 80s was as a trade facilitative initiative. The Harmonized System has since become the true "language of international trade".
ICES	<b>Integrated Customs Enforcement System - CBSA</b> A computer system designed to support the ability of customs front-line Intelligence and Investigations resources to collect, analyze, and disseminate the information necessary to identify and react to risk at the border.
ICS	<b>Integrated Customs Systems - CBSA</b> Modular system framework intended to support all major existing and new customs infrastructure systems (with exceptions of ACROSS and ICES).
IPIL	<b>Integrated Primary Inspection Line - CBSA</b> A support tool for processing travellers into Canada that allows the verification of traveller information by customs officers against the customs enforcement database (ICES) through manual keying and electronic transmission.

ISA	<b>Importer Self Assessment - BCBP</b> The ISA program is a voluntary approach to trade compliance. It is built on knowledge, trust, and a willingness to maintain an ongoing Customs/importer relationship. The ISA program offers meaningful benefits that can be tailored to industry needs and requires that importers demonstrate readiness to assume responsibilities for managing and monitoring their own compliance through self-assessment. The process starts with membership in Customs-Trade Partnership against Terrorism (C-TPAT). Membership in C-TPAT is a prerequisite for the ISA program, but the two programs are not otherwise linked. The ISA offers different benefits than C-TPAT.
MOU	<b>Memorandum of Understanding</b> A Memorandum of Understanding is a written agreement of cooperation between either government agencies, or a government agency and its clients.
MPDDD	<b>Major Project Design and Development Directorate - CBSA</b>
NAFTA	North American Free Trade Agreement In January 1994, Canada, the United States and Mexico launched the North American Free Trade Agreement (NAFTA) and formed the world's largest free trade area. The Agreement has brought economic growth and rising standards of living for people in all three countries. In addition, NAFTA has established a strong foundation for future growth and has set a valuable example of the benefits of trade liberalization.
NBR	<b>New Business Relationship - CBSA</b>
NCR	<b>National Customs Ruling / Advanced Ruling - CBSA</b> A National Customs Ruling (NCR) is a written statement by the CBSA to an importer or his agent outlining how it will apply provisions of existing customs legislation to an importation of a specific commodity. NCRs are issued for tariff classification, value for duty, origin, and marking. Requests concerning the application of the provisions of the North American Free Trade Agreement (NAFTA), Canada-Israel Free Trade Agreement (CIFTA), or Canada-Chile Free Trade Agreement (CCFTA) to specific goods should be made through the Advance Rulings Program, not the National Customs Rulings Program (see Memorandum D11-4-16, <i>Advance Rulings</i> ). NCRs are provided as an administrative service for the convenience and guidance of importers. Although there is no legal provision for this service, the CBSA will respond to almost all requests for NCRs.
NCAP	<b>National Customs Automation Program - BCBP</b> Since the Customs Modernization and Informed Compliance Act was written into law in 1993, the U.S. Customs Service has introduced pilot programs to simplify and automate importing procedures. The National Customs Automation Program (NCAP) pilot, which began in 1998, is a prototype demonstrating Automated Commercial Environment (ACE) functionality. NCAP/FAST is the first completely paperless cargo release mechanism put into place by U.S. Customs. This paperless processing is achieved through electronic data transmissions and transponder technology. NCAP/FAST is the first step toward account based processing as each participant is pre-approved and assigned an ACE I.D. Further NCAP programming development needs to take place under ACE so that account based (periodic billing) entry summary can be achieved.
NEXUS	<b>Joint Canada/U.S. Initiative</b> NEXUS alternative inspection program allows pre-screened, low-risk travelers to be processed with little or no delay by United States and Canadian border officials. The NEXUS program is a joint initiative with the Canada Border Services Agency, Citizenship and Immigration Canada, the United States Immigration and Naturalization Service, and the United States Customs Service. It is designed to simplify border crossings for pre-approved low-risk travelers, maintain a safe and secure border, and reduce traffic congestion and delays at the border, by using the latest technology. NEXUS is ideal for Canadians and Americans who cross the border frequently. NEXUS members have access to dedicated lanes where they are not subject to the usual customs and immigration questions or examinations, except in the case of spot checks. As an added benefit, NEXUS members will be able to use the NEXUS lanes currently operational at the Sarnia/Port Huron (BlueWater Bridge) border crossing. NEXUS will also open at the Windsor-Detroit Tunnel in March 2003. NEXUS is one of the key initiatives in the 30-Point Action Plan outlined in the <i>Smart Border Declaration</i> . The program also stems from the <i>Canada-U.S. Accord on Our Shared Border</i> , which seeks to promote trade, tourism, and the movement of goods and people between the two countries. For more information about the NEXUS program, visit the NEXUS website at <a href="http://www.cbsa.gc.ca/nexus">www.cbsa.gc.ca/nexus</a> or call 1-866-NEXUS 26 (1-866-639-8726). The NEXUS website provides answers to frequently asked questions, and the NEXUS application form.
OGD	<b>Other Government Departments - Canada</b>
PAPS	<b>Pre-Arrival Processing System - BCBP</b> The Pre-Arrival Processing System (PAPS) is a U.S. Customs ACS (Automated Commercial System) border cargo release mechanism that utilizes barcode technology to expedite the release of commercial shipments while still processing each shipment through Border Cargo Selectivity (BCS) and the Automated Targeting System (ATS). Each PAPS shipment requires a unique barcode label, which the carrier attaches to the invoice and the truck manifest while the merchandise is still in Canada. The barcode consists of the Standard Carrier Alpha Code (SCAC) and Pro-Bill number. This information is then faxed ahead to the Customs broker in the U.S., who prepares a BCS entry in ACS. Upon the truck's arrival at the border, the Customs Inspector scans the barcode, which automatically retrieves the entry information from ACS. If no examination is required, the Inspector then releases the truck from the primary booth, reducing the carrier's wait time and easing congestion at the U.S. border.
PARS	<b>Prearrival Review System - CBSA</b> The Prearrival Review System (PARS) is one option of the line release process that is available to importers. The PARS release information contains the shipment's estimated time and date of arrival, the invoice data and the original copy of any required permits. You can submit PARS documentation/data up to 30 days before the goods arrive in Canada, so Customs can process the documentation and enter the cargo control number and either a recommendation for release or examination into their computer system. The release recommendation will be ready when your goods arrive if you submit your PARS request at least: <ul style="list-style-type: none"> <li>• EDI - 1 hour in advance</li> <li>• Paper - 2 hours in advance</li> </ul> When your shipment arrives, CBSA will release it in minutes unless an examination is required.
PIC	<b>Partners in Compliance - CBSA</b> An industry-led proposal whereby importers would establish a voluntary compliance program. The CBSA would conduct process audits to ensure compliance.

PIP	<p><b>Partners-in-Protection - CBSA</b></p> <p>PIP is designed to enlist the co-operation of private industry in efforts to enhance border security, combat organized crime and terrorism, increase awareness of customs compliance issues, and help detect and prevent contraband smuggling. Companies will be asked to sign a partnership agreement with the Canada Border Services Agency (CBSA). The arrangement is based on goodwill. Organizations will not be asked to act as a law-enforcement body, and all information exchanged is treated as confidential. Your organization and the CBSA will work together focusing on security, the exchange of information, and awareness. To enhance and strengthen their security processes, companies will be asked to give us a self-assessment of their security systems. This self-assessment will help the CBSA identify any weaknesses and will enable them to help address any deficiencies. The goal is to minimize the threat of illegal activity. Benefits of the program include:</p> <ul style="list-style-type: none"> <li>• quicker movement of low-risk travellers and goods through customs</li> <li>• improved security levels</li> <li>• enhanced reputation for your organization</li> <li>• improved understanding of customs requirements</li> <li>• better communication between your employees and the CBSA.</li> </ul>
RNS	<p><b>Release Notifications System – CBSA</b></p> <p>The Release Notification System includes four features: automatic release notification, arrival certification, status query, and automatic status. If you are authorized to use the automatic release notification feature of RNS, you can have data confirming release of your goods electronically transmitted in the United Nations Electronic Data Interchange for Administration, Commerce and Transportation (UNEDIFACT) message format to your EDI mailbox using a third-party EDI network, also known as a value-added network (VAN), through the Customs Internet Gateway or through CADEX telecommunication lines. The RNS message can be used to update your systems to schedule deliveries or initiate the preparation of accounting data, as well as to electronically notify other parties affected by the release and ensure more timely delivery of your shipments. If you are approved to use arrival certification, you can establish a two way electronic communication to notify CBSA of the arrival of commercial shipments. You can also verify if Customs has processed the release documents for your shipment using the status query feature or by receiving an automatic status message. If you choose to transmit an arrival certification message CBSA can advise you whether the goods have been released or referred for examination.</p>
SCAC	<p><b>Standard Carrier Alpha Code - BCBP</b></p> <p>The Standard Carrier Alpha Code (SCAC) is a unique two-to-four-letter code used to identify transportation companies. The Standard Carrier Alpha Code is the recognized transportation company identification code used in the American National Standards Institute (ANSI) Accredited Standards Committee (ASC) X12 and United Nations EDIFACT approved electronic data interchange (EDI) transaction sets such as the 856 Advance Ship Notice, the 850 Purchase Order and all motor, rail and water carrier transactions where carrier identification is required. The United States Customs Service has mandated the use of the SCAC for their Automated Manifest (AMS) and Pre-Arrival Processing (PAPS) Systems.</p>
SIMA	<p><b>Special Import Measures Act - CBSA</b></p> <p>An Act respecting the imposition of anti-dumping and countervailing duties. SIMA provides recourse for Canadian producers who seek protection from injury caused by dumped and subsidized goods. The Canadian International Trade Tribunal (CITT) makes all investigations into, and decisions on, injury and the imposition of duties.</p>
TPID	<p><b>Tariff Policy and Interpretations Directorate - CBSA</b></p>
TRIPS	<p><b>Agreement on Trade-Related Aspects of Intellectual Property Rights (TRIPS) - WTO</b></p> <p>The areas of intellectual property that it covers are: copyright and related rights (i.e. the rights of performers, producers of sound recordings and broadcasting organizations); trademarks including service marks; geographical indications including appellations of origin; industrial designs; patents including the protection of new varieties of plants; the layout-designs of integrated circuits; and undisclosed information including trade secrets and test data. The three main features of the Agreement are:</p> <ul style="list-style-type: none"> <li>• Standards. In respect of each of the main areas of intellectual property covered by the TRIPS Agreement, the Agreement sets out the minimum standards of protection to be provided by each Member.</li> <li>• Enforcement. The second main set of provisions deals with domestic procedures and remedies for the enforcement of intellectual property rights.</li> <li>• Dispute settlement. The Agreement makes disputes between WTO Members about the respect of the TRIPS obligations subject to the WTO's dispute settlement procedures.</li> </ul>
WCO	<p><b>World Customs Organization</b></p> <p>Established in 1952 as the Customs Co-operation Council, the WCO is an independent intergovernmental body whose mission is to enhance the effectiveness and efficiency of Customs administrations. With 159 Member Governments responsible for processing more than 95% of all international trade, it is the only intergovernmental worldwide organization competent in Customs matters. In order to fulfill this mission, the World Customs Organization:</p> <ul style="list-style-type: none"> <li>• Establishes, maintains, supports and promotes international instruments for the harmonization and uniform application of simplified and effective Customs systems and procedures governing the movement of commodities, people and conveyances across Customs frontiers;</li> <li>• Reinforces Members' efforts to secure compliance with their legislation, by endeavoring to maximize the level of effectiveness of Members' co-operation with each other and with international organizations in order to combat Customs and other transnational offences;</li> <li>• Assists Members in their efforts to meet the challenges of the modern business environment and adapt to changing circumstances, by promoting communication and co-operation among Members and with other international organizations, and by fostering integrity, human resource development, transparency, improvements in the management and working methods of Customs administrations and the sharing of best practices.</li> </ul>
WTO	<p><b>World Trade Organization</b></p> <p>The World Trade Organization (WTO) is the only international organization dealing with the global rules of trade between nations. Its main function is to ensure that trade flows as smoothly, predictably and freely as possible. At the heart of the system — known as the multilateral trading system — are the WTO's agreements, negotiated and signed by a large majority of the world's trading nations, and ratified in their parliaments. These agreements are the legal ground-rules for international commerce. The purpose of these agreements is to help producers of goods and services, exporters, and importers conduct their business. Essentially, they are contracts, guaranteeing member countries important trade rights. They also bind governments to keep their trade policies within agreed limits to everybody's benefit.</p>

