



Customs Bulletin

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Update to Sealing and Seal Number Requirements

A communique was issued by CBSA and PIP exempting certain railcars from the seal requirement. D23-1-1 will be updated to reflect the exemptions.

In addition to the examples of seal exceptions outlined under paragraph 77, in rail mode, various conveyances can remain un-sealed during cross border movements, including the following:

- *Rail hopper cars, that load from the top and use gravity to empty the contents, are not suitable for the application of seals.*
- *Other types of rail cars unable to accept seals including tank cars, bulk or open top loads, gondola and center beam rail cars, flatbeds.*

Canada Border Services Agency (CBSA) requires that all other loaded shipments crossing the border in either direction are affixed with high security seals, and that the seal numbers are transmitted on the EDI rail manifest. This is a mandatory carrier requirement within CBSA's trusted trader Partners in Protection program (PIP). CN's participation in PIP is a key element in minimizing CBSA inspections and expediting freight. To meet this CBSA requirement, shippers must transmit seal numbers on their EDI bills of lading.

EDI Data Requirements for Seal Number

For Mainframe EDI customers the information must be input on the M7 segment of the EDI 404 rail bill.

M7 *

Data Element Summary

ELEMENT NAME ATTRIBUTES

M701 225 Seal Number M AN 1/15

Unique number on seal used to close a shipment.

M702 225 Seal Number O AN 1/15

Unique number on seal used to close a shipment.

M703 225 Seal Number O AN 1/15

Unique number on seal used to close a shipment.

M704 225 Seal Number O AN 1/15

Unique number on seal used to close a shipment.

CN Shipping Instructions also provides the ability to notate the seal number information on your shipping pattern in the seal block.

? Seal Numbers

Seal Numbers	

