

CANADIAN RULES FOR IMPORTATION OF PORK PRODUCTS

All meat shipments originating in the U.S.A. must follow certain rules and procedures before being allowed into Canada. For meat shipments originating in other countries outside of North America, please see notes at the end. The purpose of this document is to spell out these rules and responsibilities for all the parties concerned. If you have any comments or questions, please contact Joe Rose 📞 : 416-593-1380 📠 : 416-593-1793 ✉️ : jrose@wgmckay.com

IMPORTANT

Every meat shipment (including shipments of products containing meat) must be accompanied by an **ORIGINAL** U.S. Department of Agriculture Food Safety and Inspection Service Certificate for Export of Meat Products (FSIS FORM 9135-3). If this certificate is not travelling with the load, then the load **CANNOT** enter Canada. The US processing facility **MUST** be registered with CFIA in Canada, or the USDA will not prepare the form for export.

INSPECTION NOTES

Generally, the only shipments from the U.S.A. that will be targeted for border inspection by the Canadian Food Inspection Agency (CFIA) are the “partial loads”. These shipments must be verified to ensure that there is no incompatible material being shipped in the same vehicle. All other shipments, including those certified as unstamped and unmarked will not be referred automatically at the border. However the CFIA ISC (ISC=Import Service Centre) has the authority to target any shipment for the purpose of verification. Please note that CFIA is re-organizing some import inspection services performed at Ports of Entry. These CFIA inspections may be undertaken by Customs Officers. Customs (CBSA) can also target loads for inspection as well as verify the drivers’ eligibility to enter Canada.

DOCUMENTATION NOTES

All shipments are expected to be accompanied at the very minimum by the following documents:

FSIS FORM 9153-3 (2 copies)

- 1 original
 - signed by inspector
- 1 copy
 - with Canadian CFIA (Ottawa) stamp of approval

Canada Customs Invoice

- importer clearly indicated
- exporter clearly indicated
- vendor (seller to Canadian importer) clearly indicated

Bill of Lading

PARS NOTES

For products of US origin, PARS cannot be submitted for review more than 72 hrs before the shipment arrives at the border and must be submitted at least 3 hours prior to arrival if faxed during regular business hours, and 5 hours if faxed outside of regular business hours, to allow for submission to and approval by CFIA and CBSA.

US ORIGIN MEAT IMPORT PROCESS

INFORMATION NOTES

The CFIA requires that all meat shipments have the following information or documentation submitted to the ISC before release will be allowed:

- Official Meat Inspection Certificate
- Canada Customs Invoice fully completed with importer vendor etc.
- CFIA-ISC Fax Cover Sheet
- Pre-cleared Import Control Number stamp on the FSIS FORM 9153-3
- Transport Carrier name
- Foreign Processing Establishment name (number)
- Product packaging type (box, case etc)
- Number of packages
- Total Weight
- Export establishment name (number)
- Grade
- Shipping marks if used
- Seal number if used
- Label number if used
- Canadian Meat Inspection Establishment name and number
- OR
- Canadian Meat Processing Establishment name and number
- OR
- Canadian Meat Re-Inspection Establishment name and number
- OR
- Canadian Meat storage Establishment name and number
- Final destination name and address
- Total weight unit of measure (kilos or lbs)

GENERAL NOTES

Shipments will fall into 2 CFIA inspection categories:

- a) Full inspection
 - driver must keep original certificate (FSIS FORM 9153-3) and surrender it to the inspector at the re-inspection delivery point.
- b) Skip lot
 - driver must deliver the original certificate (FSIS Form 9135-3) to the broker (or to Customs at certain locations) for furtherance to the ISC that processed the transaction.
 - To facilitate the matching of documents a copy of the corresponding MCAP (first page only) should be attached.

All meat shipments from the U.S.A. (including those moving in bond) must be released first by CFIA before they can go inland.

For late night meat shipments released by the Western ISC, there may be overtime charges for any request received after 2:00 a.m., Eastern Time (ET) The overtime charge for this service is based on the actual processing time required and is calculated in minimum 1/4 hr increments to the rate of \$33.00 per hour. I.E 1/2 hr to complete the release and tracking work, the overtime charge would be \$16.50 plus 1.16 GST totalling \$17.66.

US ORIGIN MEAT IMPORT PROCESS

PROCESS:

- Purchase order is prepared sent to US supplier
- Carrier is advised of shipment by US supplier
- USDA inspection certificate requested by US supplier
- USDA inspects goods and completes certificate (FSIS Form 9135-3)
- FSIS Form 9135-3 faxed to CFIA Ottawa for approval by US supplier with cover sheet
- CFIA faxes approved (stamped) FSIS Form 9135-3 to supplier
- Carrier picks up product & original documents
- PARS barcode affixed by carrier
- Completed Cover Sheet and document package faxed to 24 hour McKay office in:
 - SARNIA FAX: 519-337-1299
 - OR (as backup if required)
 - WINDSOR FAX: 519-250-8354 or NIAGARA FALLS FAX: 905-262-5250
- CFIA approval requested by McKAY office (fax to ISC)
- Inspection (full inspection or skip lot) decision made by CFIA
- CFIA issues approval and MCAP (Multi-Commodity Activities Program) & faxes back to McKAY office
- MCKAY faxes/emails copy MCAP to dispatcher with instructions
- Dispatcher instructs driver what to do with original FSIS Form 9135-3 certificate
- McKAY office sets up AGRI-PARS (EDI/ACROSS or Paper RMD) at declared port of entry
- CBSA inspection decision made and relayed to port (status not known to McKay or carrier)
 - Driver arrives at border (primary crossing points)
 - 440 Sarnia Ont. Port Huron MI (3802)
 - 453 Windsor Ont. Detroit MI (3801)
 - 427 Niagara Falls Ont. Niagara Falls NY (0901)
 - 212 Woodstock Road NB. Houlton, ME (0106)
 - 351 Saint-Bernard-de-Lacolle, Qué. Champlain – Rouses Point, NY (0712)
 - 502 Emerson Man. Pembina ND (3401)
 - 602 North Portal Sask. Portal ND (3403)
 - 705 Coutts ALB Sweetgrass MO (3310)
 - 813 Pacific Highway BC Bellingham WA (3005)
- Driver's PARS barcode wanded by CBSA
- Driver instructed to either report to compound or to proceed
- Driver surrenders USDA FSIS Form 9135-3:
 - A: at inspection location if needed for full inspection
 - OR
 - B: to be surrendered/mailed/couriered to McKay if skip lot (arranged with dispatcher)
- If full inspection, driver takes USDA FSIS Form 9135-3 to cold storage and surrenders to inspector with goods
- If skip lot driver delivers goods to consignee and sends USDA FSIS Form 9135-3 onto McKay to be surrendered to CFIA

NON – NORTHAMERICAN ORIGIN NOTES

The CFIA rules for meat shipments that originate outside North America are substantially different than those of the USA origin.

Firstly, before any shipment is considered, CFIA must be consulted to see if the country is eligible, and if the producers facilities have been inspected and approved.

http://airs-sari.inspection.gc.ca/AIRS/airs_decisions.asp?l=E

Secondly, the USDA certificate is replaced by a Meat Inspection Certificate issued by a certified body in the exporting country.

Thirdly, virtually all shipments will be inspected by CFIA.

Fourthly, before any shipment can enter Canada via the USA, (transiting in bond) it must comply with all USDA requirements.