

1.1 ANSI & EDIFACT - Do Not Load, Hold, Do Not Unload and Cancellation Messages

The Customs system will send Do Not Load, Hold, Do Not Unload and Cancellation messages back to the initiator and other relevant parties. Once the message has been translated it is sent out to the party(ies) via the same EDI route as the incoming transmission. These messages will reference the Cargo Control Number, Supplementary Reference Number, Conveyance Reference Number and/or container numbers where applicable.

- 1. Do Not Load Message** - This type of message may be transmitted to the client(s) prior to the loading of the cargo on the vessel. If a Do Not Load message is received, the cargo is **not** authorized to be loaded onto the vessel.

A Do Not Load message for an A6A cargo report will be sent to the A6A sender.

A Do Not Load message resulting from a supplementary cargo report will be sent to the A6A cargo report sender and to the supplementary cargo report sender.

A Do Not Load message may be issued prior to the lading of the cargo on the vessel in the foreign port where:

- Canada Customs requires information pertaining to the cargo such as description of goods, ultimate consignee, shipper. In this case, if the vessel has not departed and the carrier/freight forwarder has additional information pertaining to the cargo that he would like to clarify/correct, he must re-transmit the required data to Canada Customs using the EDI change function. If the vessel has departed without the cargo and the carrier/freight forwarder has additional information pertaining to the cargo that he would like to clarify/correct and the cargo is to be laden on board another vessel, the EDI original request should be cancelled and another EDI original request submitted using a new Cargo Control Number/Supplementary Reference Number;
- Canada Customs requires the carrier to await instructions from the foreign Customs administration; and/or
- Canada Customs advises that the goods are not to be loaded on any vessel bound for Canada.

If a Do Not Load message is issued, the carrier must not load the cargo until authorization is granted by Canada Customs in the form of a Cancellation message for the Do Not Load (see Cancellations below).

In the case of an A6A cargo report or a supplementary cargo report, if a Cancellation message is to be issued, the carrier/freight forwarder can expect to receive it prior to the actual date and time of loading.

Hold Message - This type of message may be transmitted to the client(s) subsequent to the loading of the cargo on the vessel in the foreign port.

A Hold message for an A6A cargo report or an empty container(s) report will be sent to the A6A/empty container(s) report sender.

A Hold message resulting from a supplementary cargo report will be sent to the A6A sender and where applicable, to the supplementary cargo report sender.

A Hold message may be issued subsequent to the lading of the cargo on the vessel in the foreign port where:

Canada Customs requires information pertaining to the cargo such as delivery address, notify party. In this case, the carrier/freight forwarder must re-transmit the required data to Canada Customs using the EDI change function; and/or

Canada Customs may require an examination of the cargo upon arrival.

In cases a) and b) above, the cargo may be unloaded from the vessel in Canada but is not authorized to move until permission is granted by Canada Customs in the form of a Hold Cancellation message (see Cancellations below).

Do Not Unload Messages - This type of message may be transmitted to the client(s) subsequent to the loading of the cargo on the vessel. If a Do Not Unload message is received, the cargo is not authorized to be unloaded from the vessel in Canada.

A Do Not Unload message for an A6A cargo report will be sent to the A6A and A6 sender and, where applicable, to the supplementary cargo report sender.

A Do Not Unload message resulting from a supplementary cargo report will be sent to the A6A cargo report sender, to the A6 conveyance report sender and, where applicable, to the supplementary cargo report sender.

A Do Not Unload message may be issued subsequent to the lading of the cargo on the vessel in the foreign port where:

A review by Canada Customs has resulted in the determination that the cargo may not be unloaded in Canada.

In this case, a cancellation message will not be issued.

Cancellation Messages - This type of message may be transmitted to the client(s) any time subsequent to the issuance of Do Not Load, Hold and Do Not Unload messages in order to cancel these instructions. Cancellation messages will be sent to the recipients of the Do Not Load, Hold and Do Not Unload messages as appropriate.

Message Reasons

The following table indicates the reasons for which a Do Not Load, Hold and/or Do Not Unload message may be issued.

Reason Code	Reason Code Description	Explanation of Reason Code
601	Cargo description Insufficient	The cargo description is insufficient to allow CBSA to properly perform its risk assessment function. A clear, concise and detailed commodity description is required. The description should be in plain language and detailed enough to allow CBSA officers to identify the size, shape and/or characteristics of the commodity. Unacceptable descriptions include: freight of all kinds (FAK); said to contain (STC); shippers load stow and count (SLAC); general merchandise and other similar vague descriptions. Nothing else but the commodity description should be included in this field. Superfluous information, not relevant to the commodity description i.e., type of packaging, carrier disclaimers, etc., should not be transmitted in the commodity description field. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
602	Place of Receipt City Inadequate	The city name listed as the Foreign Place of Receipt of the goods is not adequate for risk assessment purposes. This field should indicate where control of the goods began as per your contract with the shipper. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
603	Place of Receipt Country Inadequate	The country name listed as the Foreign Place of Receipt of the goods is not adequate for risk assessment purposes. This field should indicate where control of the goods began as per your contract with the shipper. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
604	Port of Lading Needs Clarification	The Port of Lading listed needs clarification. It conflicts with data sent with related documentation. It is different than data submitted by other entity or on other documents, or else, it indicates the Place of Receipt or Port of Unlading rather than the actual port where the goods are to be loaded onto the vessel. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
605	Consignee Name Inadequate	The name of the Consignee is insufficient or not adequate to allow CBSA to properly perform its risk assessment function. If no supplementary data is required, it means that the ultimate Consignee name is required. When supplementary data was transmitted, the information submitted does not allow CBSA to identify the entity receiving the goods. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
606	Consignee Address Inadequate	The Consignee address is insufficient or not adequate to allow CBSA to properly perform its risk assessment function. If no supplementary data is required, it means that the ultimate

Reason Code	Reason Code Description	Explanation of Reason Code
		consignee complete address is required. When supplementary data was transmitted, the information submitted does not allow CBSA to identify the complete address of the entity receiving the goods. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
607	Shipper Name Inadequate	The name of the Shipper is insufficient or not adequate to allow CBSA to properly perform its risk assessment function. If no supplementary data is required, it means that the ultimate Shipper name is required. When supplementary data was transmitted, the information submitted does not allow CBSA to identify the entity shipping the goods. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
608	Shipper Address Inadequate	The Shipper address is insufficient or not adequate to allow CBSA to properly perform its risk assessment function. If no supplementary data is required, it means that the ultimate Shipper complete address is required. When supplementary data was transmitted, the information submitted does not allow CBSA to identify the complete address of the entity shipping the goods. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
609	Delivery Address Inadequate	The Delivery Party address is insufficient or not adequate to allow CBSA to properly perform its risk assessment function. If no supplementary data is required, it means that the actual complete address of delivery is required. When supplementary data was transmitted, the information submitted does not allow CBSA to identify the complete address where the goods are to be actually delivered. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
610	Notify Party Inadequate	The name of the Notify Party is insufficient or not adequate to allow CBSA to properly perform its risk assessment function. If no supplementary data is required, it means that the actual Notify Party name is required. When supplementary data was transmitted, the information submitted does not allow CBSA to identify the entity to be notified of the arrival of the goods. The CBSA officer's remarks, will guide you toward what you need to transmit to meet CBSA requirements.
611	Supplementary Report Not Submitted	The supplementary report indicator for this cargo report was set to "Y", but no supplementary cargo reports (SCR) have been received by CBSA or the SCRs received are in Re ject Validation status. If the supplementary report indicator was set by error, transmission of a changed cargo report is required. If it was not set by error, you will have to communicate with the entity responsible for the transmission of the SCRs and require that they make the necessary EDI transmission.
612	Supplementary Report Insufficient	The Supplementary report received does not contain all of the required information or contains data not adequate to allow CBSA to properly perform its risk assessment function. Other reject reasons pointing to specific field could accompany this message. The CBSA officer's remarks, will guide you toward

Reason Code	Reason Code Description	Explanation of Reason Code
		what you need to transmit to meet CBSA requirements.
613	Failure to Provide Documentation	Validation checks on documentation submitted for this container have allowed CBSA to conclude that not all documentation regarding the container has been submitted. supplementary cargo reports sent do not account for all of the cargo or for more cargo than reported originally on the related documents. New cargo report(s) or supplementary cargo report(s) have to be submitted to account for all of the cargo. If all cargo has been accounted for, existing documentation has to be modified to insure that all cargo is accounted properly by every entity.
614	Wait for Further Instructions	This shipment will be the object of a following communication by either CBSA or a foreign customs organization with instruction regarding the handling of the container. This communication could come via EDI or through other modes of communication.
615	Not Authorized	The container for which this notice was generated is restricted from either loading in a foreign port, unloading in a Canadian port or from moving after being unloaded in Canada. The CBSA officer's remarks, will guide you toward which situation applies to this case.
616	Notice Cancel	This notice cancels all previous notices received for this container. Loading or movement of the container is no longer restricted.