U.S.-Canada Customs

Falcon does a lot of business in Canada, both picking up and delivering. The company often runs loads across Canada between Buffalo, NY, and Detroit, MI, as Canadian routes are approximately 75 miles shorter than U.S. routes.

Each time a driver crosses the international border, the driver must “clear”, or be released by, the customs agency of the country they are entering.

Crossing the international border and dealing with the U.S. and Canadian Customs Agents does not have to be the nightmare many drivers believe it to be. If the driver knows the basic facts about their load (the customer, the commodity, and the load count), makes sure the tractor is properly permitted, completes the required customs manifest and politely follows the instructions from the Customs Agents, the border crossing will not be an unpleasant experience. Most Customs Agents will help drivers who are unsure about the procedure or how to fill out a manifest.

The paperwork required to cross the border differs depending on whether it is

1. a load that picked up in the U.S. and is crossing Canada to be delivered somewhere else in the U.S.;
2. a load that originated in Canada and is being delivered in to the U.S.; or
3. a load that originates in the U.S. and delivers in Canada.

Following are descriptions of paperwork required and the procedures to follow for each type of load.

**Required Border Crossing Documents**

You may provide any of the following at the border:

   a. NEXUS card
   b. U.S. Passport card
   c. Enhanced driver’s license
   d. FAST card

**Loads that originate in U.S., cross Canada and deliver in U.S.**

Loads that cross Canada between U.S. pickup and delivery points require a U.S.-Canada Transit Manifest (Form 7512B). This is a joint U.S./Canada form and is available at the Romulus terminal and at customs offices on both sides of the border. **Note: Save time by having this filled out in advance of pulling into border crossings.** It must be filled out and signed by the driver before entering the U.S. Customs booth. Driver should fill out spaces 1 – 12 and add employee # and load # on line after signature.

1. Driver should check the “Carrier in transit through Canada” box
2. Fill in the tractor and trailer number and both license plate numbers
3. City where driver is leaving the U.S. (usually Detroit, Buffalo or Port Huron)
4. City where driver will re-enter U.S. (usually Detroit, Buffalo or Port Huron)
5. Canada permit number for Falcon: 101823 (Always use this number)
6. Canada Customs bond number for Falcon: 3405 (Always use this number)
7. Falcon Transport Co., Youngstown, Ohio
8. Driver’s name, printed
9. Bill of lading number
10. Number of packages or coils from the bill of lading
11. Weight from the bill of lading
12. Signature, plus employee number and load number

The U.S.-Canada Manifest must be stamped twice by customs agents, first by Canada when entering and second by U.S. when coming back into U.S. The pink copy belongs to the driver. It must have the 2 stamp marks on it. Write your load number on it and turn in with the bill of lading and delivery receipt.
<table>
<thead>
<tr>
<th><strong>CARRIER IN TRANSIT THROUGH CANADA</strong></th>
<th><strong>CARRIER IN TRANSIT THROUGH UNITED STATES</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>TRACTOR TRAILER</td>
<td>OTHER</td>
</tr>
<tr>
<td>Port Huron MI</td>
<td>Port 1</td>
</tr>
<tr>
<td>Name of Importer (Print or Type)</td>
<td>Name of Exporter or Agent of Carrier</td>
</tr>
<tr>
<td>FALCON TRANSPORT</td>
<td>JS WEISH</td>
</tr>
<tr>
<td>Port and Date of Arrival</td>
<td>Seal Intact</td>
</tr>
<tr>
<td>Custom Seal Numbers and Description of Cargo</td>
<td>Seal Number</td>
</tr>
<tr>
<td>WAYBILL NUMBER</td>
<td>WAYBILL NUMBER</td>
</tr>
<tr>
<td>102738574</td>
<td>24 NO 1999</td>
</tr>
<tr>
<td>36 Auto parts</td>
<td>30,000</td>
</tr>
</tbody>
</table>

I certify that I have received from customs at the port of arrival all goods described in the waybills listed in this manifest, which will be transported under bond and delivered to customs at the ports of exit and re-entry: that this manifest and related waybills contain a true account of all the goods on board the vehicle; that any discrepancy, error, or omission in this account, or any irregularity in the transit movement of this shipment will be immediately reported to customs.

Je certifie que j'ai reçu des douanes au bureau d'arrivée toutes les marchandises décrites dans les lettres de voire en énumérées dans le présent manifeste, que ces marchandises seront transportées en douane et livrées aux douanes aux bureaux de sortie et de retour, que le présent manifeste et les lettres de voire pertinentes contiennent un relevé exact de toutes les marchandises à bord du véhicule, que toute différence, erreur ou omission dans le présent relevé ou toute irrégularité dans le transport du présent chargement sera immédiatement signalée aux douanes.

1 To be endorsed by customs officer at port of entry.
2 To be endorsed by Customs officer at Canada.
3 To be endorsed by customs officer at United States.
3. LOADS THAT ORIGINATE IN THE U.S. AND DELIVERS IN CANADA

Loads delivering into Canada require one of two manifest forms. **Canadian Customs Form A49 is used for all automotive industry loads** (including steel going to automotive stamping plants) while **Canadian Customs Form A8A is used for all other loads**. The driver determines which form to use by reading the bill of lading. If the bill mentions Ford, General Motors, or Chrysler, he uses A49. The bill of lading will tell the driver whether or not he has to use a Customs Broker. The driver should determine if the load requires a broker as soon as possible after loading. If a broker is required and the driver is not going to reach the border until after normal business hours, he should call ahead to make sure the broker will be open. Generally, loads moving on a bar-coded bill of lading do not require a broker.

No Canadian Customs Manifest is required for empty trailers entering Canada or for loads of empty automotive racks delivering into Canada. However, the driver must still get clearance from Canadian Customs. Make sure you tell customs you have empty auto racks. Be sure to ask if you have cleared customs.

Canadian Custom officials will sometimes want to inspect a load. When that is the case, they will return a "Report to Warehouse" notice (Form Y28). Drivers need to make sure they haven’t been given one of these forms when the agent returns his paperwork. Drivers have been fined for “running” Customs when they did not notice a “Report to Warehouse” form in their returned paperwork and thought they had been cleared to leave.

As with other Customs forms, the A8A or the A49 should be completed before the driver gets to the Customs booth. Canadian officials will return a red stamped copy of the Form A8A. It should be turned in with the driver’s paperwork after he delivers the load. There will be no returned copies of the Form A49. Instructions for completing Form A8A follow. Refer to sample.

1. City where the driver exits the United States (usually Buffalo, Detroit, or Port Huron).
2. City where the driver is entering Canada (usually Fort Erie, Windsor, or Sarnia).
3. City where the Custom broker’s office is (usually the same as the city of entry).
4. Consignee’s name and address. If multiple deliveries, the driver must make a out a separate manifest for each customer.
5. Shipper’s name and address. If multiple pickups, the driver should put “various” in this space then list the shippers. The driver does not have to fill out a separate manifest for each shipper.
6. Bar-coded or pre-printed number. This will be supplied by the shipper.
7, 8, 9. Number, description, and weight of the freight from the bill of lading.
10. Carrier’s name (Falcon Transport Co.)
11. Tractor number and trailer license number including the state.
12, 13, 14, 15, Leave blank.

1/2001
Please note: At present, this form is not being used. It is being replaced at this time with a PARS clearance form. BUT it may be put back in use at any time, SO PLEASE BE FAMILIAR WITH THE USE OF THIS FORM.

**FORM A8A - SAMPLE**

<table>
<thead>
<tr>
<th>1</th>
<th>Detroit</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>453 Windsor</td>
</tr>
<tr>
<td>3</td>
<td>(Leave Blank)</td>
</tr>
<tr>
<td>4</td>
<td>Canadian Company and Address for Delivery</td>
</tr>
<tr>
<td>5</td>
<td>u.S. Shipper and Address</td>
</tr>
<tr>
<td>6</td>
<td>(Leave Blank)</td>
</tr>
<tr>
<td>7</td>
<td>(Leave Blank)</td>
</tr>
<tr>
<td>8</td>
<td>Description of Load</td>
</tr>
<tr>
<td>9</td>
<td>Weight of Goods Only</td>
</tr>
<tr>
<td>10</td>
<td>(Leave Blank)</td>
</tr>
<tr>
<td>11</td>
<td>Your Trailer License number in full with Province or State</td>
</tr>
<tr>
<td>12</td>
<td>Foreign Point of Lading / Point de chargement étranger</td>
</tr>
<tr>
<td>13</td>
<td>Name of Carrier / Nom du transporteur</td>
</tr>
</tbody>
</table>

---

**IN BOND**

Falcon Transport Co.

P.O. Box 6023

YOUNGSTOWN, OH 44501

---

**IN TRANSIT**

---

**TO A**

---

**CITY OF YOUR BROKER**

---

**DESCRIPTION AND MARKS**

---

**WEIGHT AND QUANTITY**

---

**FACILITY NAME AND ADDRESS**

---

**RECEIVED**

---

**DATE**

---

**SIGNATURE**

---

**MAIL COPY / EXEMPLAIRE DE LA POSTE**
INSTRUCTIONS FOR COMPLETING CANADIAN FORM A49
REFERRING TO EXAMPLE ON THE FOLLOWING PAGE:

1. Will be either Chrysler Canada, Ford Motor of Canada, or General Motors of Canada. Fill in the plant name, city, and province of the consignee for the particular load.

2. Falcon Transport Co.

3. City where the driver exits the United States (usually Detroit, Buffalo, or Port Huron).

4. Date.

5. Will be: United States.

6. City of entry into Canada (usually Windsor, Fort Erie, or Sarnia).

7. From the bill of lading. Not required for General Motors.

8. For Falcon: 3405.

9. The trailer number.

10. Shipping date (from the bill of lading).

11. For Chrysler and Ford loads, use the packing slip number. For General Motors loads, use the SID number. Note: This will often, but not always, be the same as the number in field #7.

12. Supplier code - from the bill of lading.


14. Will always be a product.

15. From the bill of lading.

16. Plant code refers to the consignee. This should be noted on the bill of lading. There is also a listing provided on the back of Form A49.

17. The commodity code comes from the “Description of Goods” section on the front of the Form A49. If none of the codes apply, use code “M” and write in a description of the freight in the space provided. (Note: Chrysler in Twinsburg, Ohio ships body stamping, code “H” to Chrysler in Windsor, Ontario.)

Drivers entering Ontario must make sure their tractor is properly permitted. Ontario requires that the tractor has an Ontario Fuel Decal on the passenger side of the tractor and an Ontario Commercial Vehicle Registration Certificate (CVOR) in the permit book. A sample of the CVOR is shown in “Permits” section.

This form is for General Motors loads only
### Automotive Report & Release Document

**Document De Déclaration et de Mainlevée — Industrie Automobile**

**For Customs Use Only**

<table>
<thead>
<tr>
<th>Section I: Shipping Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Consignee Name and Address</td>
</tr>
<tr>
<td>2. Carrier Name</td>
</tr>
<tr>
<td>3. U.S. Port and Entry</td>
</tr>
<tr>
<td>4. Date of Border Crossing</td>
</tr>
<tr>
<td>5. Country of Origin</td>
</tr>
<tr>
<td>6. Receiving Office</td>
</tr>
<tr>
<td>7. Master Bill of Lading No.</td>
</tr>
<tr>
<td>8. Carrier Code</td>
</tr>
</tbody>
</table>

**Section II: Supplier Information**

**Special Instructions - Instructions Spéciales:** Complete a separate line for each S.I.D. or packing slip on the shipment. Remplissez une ligne pour chaque des D.I.E. ou pour chaque bordereau d'expédition.

**Description of Goods - Description des Marchandises:**

- Power Train Components
- Chassis Components
- Electrical Components
- Suspension Components
- Body Trim and Glass Components
- Body Hardware and Accessories
- Brakes and Fringe
- Frame and Chassis
- Electrical Components
- Body Stamping
- Brakes, Chemicals, and Lubricants

**Shipping Date - Date de livraison**

**Packing Slip - S.I.D.**

<table>
<thead>
<tr>
<th>No. of Packages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight</td>
</tr>
<tr>
<td>Total Cost</td>
</tr>
<tr>
<td>C.O.D.</td>
</tr>
</tbody>
</table>

**Supplier City and State**

**Commission**

**For Automotive Industry Loads**

- Use this form only for production and service parts arriving via highway and destined to Chrysler Canada Ltd., Ford Motor Company of Canada Limited, and General Motors of Canada Limited.
- Do not use this form for non-production parts, i.e., MACHINERY, EQUIPMENT, PROTOTYPE OR PILOT PARTS, EMPTY RACKS, MISCELLANEOUS GOODS (e.g., GLOVES, TOOLS, BLUEPRINTS, COMPUTERS, ETC.).
- Use this form for parts used within the production and service arriving by rail and imported by Chrysler Canada Limited, Ford du Canada Limitée, and General Motors du Canada Limitée.
- Do not use this form for parts used within the production and service arriving by rail and imported by Chrysler Canada Limited, Ford du Canada Limitée, and General Motors du Canada Limitée.
- Does not apply to parts used within the production and service arriving by rail and imported by Chrysler Canada Limited, Ford du Canada Limitée, and General Motors du Canada Limitée.

**Consignee Name and Address:**

**Carrier Name:**

**Country of Origin:**

**Receiving Office:**

**Master Bill of Lading No.:**

**Carrier Code:**

**Shipping Date - Date de livraison:**

**Packing Slip - S.I.D.**

**No. of Packages:**

**Weight:**

**Total Cost:**

**C.O.D.:**

**Supplier City and State:**

**Commission:**

**For Automotive Industry Loads**

- Use this form only for production and service parts arriving via highway and destined to Chrysler Canada Ltd., Ford Motor Company of Canada Limited, and General Motors of Canada Limited.
- Do not use this form for non-production parts, i.e., MACHINERY, EQUIPMENT, PROTOTYPE OR PILOT PARTS, EMPTY RACKS, MISCELLANEOUS GOODS (e.g., GLOVES, TOOLS, BLUEPRINTS, COMPUTERS, ETC.).
- Use this form for parts used within the production and service arriving by rail and imported by Chrysler Canada Limited, Ford du Canada Limitée, and General Motors du Canada Limitée.
- Do not use this form for parts used within the production and service arriving by rail and imported by Chrysler Canada Limited, Ford du Canada Limitée, and General Motors du Canada Limitée.
- Does not apply to parts used within the production and service arriving by rail and imported by Chrysler Canada Limited, Ford du Canada Limitée, and General Motors du Canada Limitée.
ACE MANIFEST
FED-EX CUSTOM BROKER FAX # 716-819-3339
Border Crossing ext 129

Drivers must fax an ACE manifest before any border crossing. Include the bill of lading number and Customs invoice (should have dollar amount on it, if not sure ask shipper.)

To get across the border, hand Customs officer the ACE electronic manifest. Use a fax machine at the shipper to send to the Border Crossing Dept. to generate this form. This must be faxed to shipper. You can change time and date on driver crossing sheet if needed when you arrive at border.

Note: Cambridge Plant will not let you use Fax Machine. Driver needs to ask consignee if they can use their fax machine. This is needed so the terminal Manager can send what the driver needs. Once loaded the driver will have to stop and fax to Falcon.

Van Division wants driver to fax them bill of lading, customs invoice and they will fax to broker and then fax ACE Manifest to driver.

EXAMPLE OF ACE MANIFEST
Trip Number: FCNC949112
DRIVER NAME: BILLY BIG RIGGER
TRUCK LICENSE PLATE: PVK8190
SCN NUMBER: FCNC914556

INBOUND SHIPMENTS OF PARTS TO CANADA
On inbound shipments, driver must use A-49 Form and send fax to Detroit or Buffalo, depending on where they will re-enter the U.S.:

1. The customs invoice (should have dollar amount on it)
2. Bill of lading
3. Approximate time driver will be crossing border

Driver must stop at terminal where they are crossing and pick up original PARS label, which will be on Canada Custom invoice. CANADA WILL NOT LET YOU IN WITHOUT ORIGINAL PARS LABEL.

Upon exiting Canada, hand the customs agent the manifest with PARS label, which agent will stamp and hand back to driver. THIS MUST BE STAMPED AND TURNED IN WITH BILLS, WITH LOAD NUMBER ON IT.

Example of bill of lading with PARS number next page.
**FALCON TRANSPORT**

**CANADA CUSTOMS INVOICE**

**NO. 835**  P. 7001/001

<table>
<thead>
<tr>
<th>2. Date of Direct Shipment to Canada</th>
<th>8-9-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Other References (include Purchaser's Order Number)</td>
<td>508/1073</td>
</tr>
<tr>
<td>5. Purchaser's Name and Address (if other than Consignee)</td>
<td></td>
</tr>
<tr>
<td>6. Country of Transshipment</td>
<td></td>
</tr>
<tr>
<td>7. Country of Origin of Goods (If shipment includes Different Origins enter origins against items in 12)</td>
<td></td>
</tr>
<tr>
<td>8. Condition of Sale and Terms of Payment (i.e. Sale, Consignment Shipment, Leased Goods etc.)</td>
<td></td>
</tr>
<tr>
<td>9. Currency of Settlement Used</td>
<td></td>
</tr>
</tbody>
</table>

| 11. No of Pkg. | 48 |
| 12. Description of Commodities (Kind of Packages, Make and Numbers, General Characteristics, i.e. Grade, Quality) | Scrap plastic HS 3918.30 |
| 13. Quantity (State Unit) | 4373B |
| 14. Unit Price | $0.02 |
| 15. Total | $ 874.76 |

| 16. Total Weight | 42058 |
| 17. Invoice Total | 4373B | $ 874.76 |

| 18. If any of fields 1 to 17 are included on an attached commercial invoice, check this box | |
| Commercial Invoice No. | |

| 20. Originator (Name and Address) | Intergroup International, Ltd. |
| 21. Departmental Ruling (if applicable) | |

| 22. If fields 23 to 28 are not applicable, check this box | |

| 23. If included in field 17, indicate amount: | |
| (i) Transportation charges, expenses and insurance from the place of direct shipment to Canada | |
| (ii) Costs for construction, erection and assembly incurred after importation into Canada | |
| (iii) Export packing | |
| 24. If not included in field 17, indicate amount: | |
| (i) Transportation charges, expenses and insurance to the place of direct shipment to Canada | |
| (ii) Amounts for commissions other than buying commissions | |
| (iii) Export packing | |

**Russell A. Farrow Limited**

**CORPORATE**: 2001 Huron Church Road, Windsor, Ontario N9C 2L6

**PHONE**: (519) 742-3808  **FAX**: (519) 742-0290

**BRANCHES**: Vancouver, Edmonton, Calgary, Windsor, Toronto, Montreal
## INVOICE/FACTURE

1. **Exporter Name and Address**
   - Exportateur
   - North Star BlueScope Steel
   - 6767 County Road 9
   - Delta, Ohio 43515

2. **Producer of Goods**
   - Fabricant des marchandises (si autre que l'exportateur)
   - SAME

3. **Shipped To**
   - Expéditeur A
   - Maksteel
   - 7815 Torbaram Road
   - Mississauga, Ont. L4T 4A8

4. **Tax Identification Number**
   - Tax Identification Number:

<table>
<thead>
<tr>
<th>Parties to this transaction are</th>
<th>Pays de destination finale (si autre que les E-U)</th>
</tr>
</thead>
<tbody>
<tr>
<td>related</td>
<td>Invoice date 11/09/08 Date de la facture</td>
</tr>
<tr>
<td>non related</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>U.S. Duty/ Brokerage for account</th>
<th>Discounts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Droits de douane/toutage E-U</td>
<td>Escomptes</td>
</tr>
<tr>
<td>pour le compte de:</td>
<td></td>
</tr>
<tr>
<td>Exporter/Exportateur</td>
<td></td>
</tr>
<tr>
<td>Ship to Consignee/ Expédier au</td>
<td></td>
</tr>
<tr>
<td>destinataire</td>
<td></td>
</tr>
<tr>
<td>Other(Specify) / Autre</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Marks and Numbers</th>
<th>Number and Kind of Package</th>
<th>Shipping Weight</th>
<th>Freight amount inc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marques et numéros</td>
<td>Nombre et catégorie de colis</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country of Origin of Goods</th>
<th>Description</th>
<th>Invoice unit qty.</th>
<th>Invoice Unit price</th>
<th>Total</th>
<th>Total de la facture</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA</td>
<td>Hot Rolled Banded Steel Coil(s)</td>
<td>443.88</td>
<td>$49.00</td>
<td>$21,750.12</td>
<td></td>
</tr>
<tr>
<td>PO #</td>
<td>25481</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coll #</td>
<td>894113</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B/L</td>
<td>435845</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Declaration by foreign shipper (To be completed only when the goods described above are of US origin and their value exceeds $1000.00.)

I, Cynthia J. Brick, declare that the articles herein specified are to the best of my knowledge and belief, the growth, produce or manufacture of the United States; That they were exported from the United States on or about 11/09/08, that they are returned without having been advanced in value or improved in condition by any process of manufacture or other means.

Shipper: Cynthia J. Brick
Signature: Cynthia J. Brick
Date Signed: 11/09/08
CUSTOMS COMPLIANCE PROCEDURES

You must contact your driver manager for special instructions on any border crossing load. Border crossing loads require that special customs compliance procedures be followed. You will be given customs forms, help, and instructions at one of Falcon’s port terminals in Buffalo, Detroit or Toledo. Falcon Transport is a CSA/C-TPAT /FAST approved carrier that is committed to the Customs Trade Partnership Against Terrorism Program (C-TPAT) and the Free and Secure Trade Program (FAST). The following customs procedures must be adhered to for customs compliance and clearance on all border crossing loads.

CANADA

As the company engages in additional business which may result in drivers being required to cross into Canada, drivers are being asked to obtain and submit a copy of their birth certificate to corporate headquarters. In addition, drivers also will be required to carry (in their possession) a copy of their birth certificate in case they are dispatched on loads going into Canada. Drivers should NOT keep their birth certificate in their vehicles, but instead, keep the certificate with them at all times with their CDL and other required documents. Effective January, 2008, anyone crossing into Canada is required to provide a copy of their birth certificate upon border crossing.

All auto parts loads for production from part suppliers in the U.S. that deliver to General Motors of Canada require drivers that have a CSA Falcon Bar Code Card for GM and their FAST Card. Empty racks and trailers are considered items of international traffic and do not require drivers with CSA/FAST Cards. The port terminal will place a PARS label on the Canada Customs invoice and fax it with the bill of lading to the Canada Customs Broker two hours before arrival at Canada Customs. The original Customs invoice, with the PARS bar coded label on it, and a copy of it are given to the driver. Canada Customs will take the original invoice and stamp the invoice copy and return it to the driver. This stamped copy of the invoice is to be turned in with the delivery receipt and bill of lading for Falcon’s records. All loads that travel thru Ontario, Canada, from Buffalo to Detroit, must use an In-Transit Manifest and also do not require CSA/FAST Card drivers. The manifest is filled out at the port terminal and the trailer must be sealed. The In-Transit Manifest is then stamped by Canada Customs upon arrival and stamped again by U.S. Customs when entering the U.S. The driver keeps a pink stamped copy of the manifest that must be turned in with the delivery receipt and bill of lading.

U.S.

All loads that pickup in Ontario, Canada, and deliver in the U.S. are required to use an electronic e-Manifest for clearance by U.S. Customs with high security cable type seals secured to the loaded trailer by wrapping both bars of the door latch on the trailer. A bolt cutter is not allowed in the tractor and the seal serial number must be recorded on the bill of lading and the driver’s log. Falcon Transport is a GM preferred carrier and adheres to both GM’s Corporate Seal Policy and Falcon Transport’s Corporate Seal Policy for compliance with U.S. Customs regulations. Drivers are to conduct a thorough conveyance security inspection of the tractor, trailer and load to look for hidden doors and suspicious devices, and insure that all is safe and secure and that they have the proper load count, paper work, seal number recorded and e-Manifest with them.

All auto parts loads for production from parts suppliers in Ontario, Canada, that deliver to GM require drivers to have a FAST Card and transponder on their tractor, as well as a FAST e-Manifest. The driver manager in Falcon Central Dispatch enters the FAST e-Manifest number, driver name, tractor/trailer
number and the shipment information into the Customs Broker’s server through the consignee’s designated portal with their PC online. The FAST e-Manifest is validated by the Customs Broker and sent to the U.S. Customs server via EDI, clearing the load for release at the border in 30 minutes.

All non auto parts loads from shippers in Ontario, Canada, that deliver to companies in the U.S. require an ACE e-Manifest for clearance. The driver must have an ACE e-Manifest but does not have to have a FAST Card or transponder in the tractor. The driver must do a security inspection on the tractor, trailer and load looking for anything out of the ordinary or suspicious, and the trailer also must be sealed with a high security cable seal. The driver manager in Falcon Central Dispatch then enters the ACE e-Manifest number, driver name, tractor plate number and shipment information into the Customs Broker’s server through their PC online. The ACE e-Manifest is validated by the Customs Broker and sent to U.S. Customs via EDI, clearing the load for release at the border in one hour. Empty racks and trailers are considered items of international traffic and do not require drivers with FAST Cards or clearance by e-Manifest. However, drivers with FAST Cards can use the FAST lanes to deliver empty racks, as GM now requires all their shipments crossing the border into the U.S. to be moved via FAST or ACE.

C-TPAT
You are to report immediately any potential terrorist related concerns to the appropriate law enforcement entities. U.S. Customs and Border Protection (CBP) contact is as follows:

- CBP 24 hr. notification for suspicious activity – (202) 927-0425
- CBP / C-TPAT Headquarters Office – (202) 344-1180

FAST
See attachments: FAST Lane Requirements Overview and Mandatory Electronic Manifests Notice

GM POLICY
See attachments: Corporate Shipping Seal Policy Use of Security Seals and Customs Shipment Requirements

FALCON TRANSPORT POLICY
See attachments: Corporate Shipping Seal Policy Use of Security Seals and Customs Shipment Requirements
The Canada Border Services Agency (CBSA), in co-operation with the U.S. Customs and Border Protection (U.S. CBP) and the Ambassador Bridge, is pleased to announce that a dedicated FAST lane will be open to facilitate shipments qualifying for the FAST program. As of November 1, 2004, a lane on the Ambassador Bridge in both directions will be dedicated for commercial vehicles using the FAST program.

Hours of Operation
While FAST shipments will continue to be processed at any open truck lane at any time, a booth will be specially dedicated to processing only FAST shipments 24 hours a day, Monday through Friday. Electronic signs will identify the FAST booths. During these hours, FAST trucks will be directed to use the right (inside) lane of the bridge. Only cars and FAST trucks will use the left lane, while all non-FAST trucks will be directed to use the right lane of the bridge when entering the U.S. and the right lane of the bridge when entering Canada.

FAST LANE REQUIREMENTS

All trucks using the FAST clearance process should display the placard bearing the Fast logo. This bi-national placard is being distributed to FAST approved carriers by either CBSA or CBP.

To be eligible for streamlined access and clearance in the FAST lane, shipments must qualify for the FAST program. Depending on the direction of the commercial shipment, procedures are as follows:

Into Canada: The driver must present a valid FAST Driver Registration or Commercial Driver Registration Program (CDRP) Card, as well as the bar codes of the FAST-approved importer and carrier. Empty trucks belonging to a FAST approved carrier can also use the FAST lane if they have a FAST-registered driver (note: a lead sheet with the FAST-approved carrier code must be presented with the driver’s FAST card for empty trucks).

Into United States: The driver must present a valid FAST Driver Registration Card. Electronic data transmissions along with corresponding carrier bar codes and/or transponder technology will provide the names of both the importer and carrier along with the contents of the shipment. Empty trucks belonging to a FAST-approved carrier can also use the FAST lane if they have a FAST-registered driver.

For More Information:

If you need more information about the FAST program or you want to get an application:
Canada: www.cbsa-asfc.gc.ca/FAST
United States: www.cbp.gov

Telephone: 1-866-340-FAST (3278)
Electronic Manifests Are Mandatory!

A Federal Register Notice was recently published requiring all trucks crossing this land border to submit an electronic manifest beginning on:

May 24, 2007

You May Be Subject To A $5,000 Penalty
And/Or May Not Be Allowed To Cross This Border Without First Submitting An Electronic Manifest!

To learn how to comply, visit www.cbp.gov/modernization
GM recognizes the importance of shipment integrity to protect GM’s assets but also to protect against possible load tampering and security threats. To improve shipment content assurance, General Motors requires all GM Supply Chain Executives, Directors and Managers to enforce the Corporate Shipping Seal Policy. By enforcing this policy, General Motors improves shipment integrity, protects the position of parties involved in a claim incident, and supports both US Department of Homeland Security policies enhancing the security of the United States and supply chain security requirements being implemented by various countries around the world. Enforcing this policy enables GM shipments to qualify for expedited treatment at border entry points.

Corporate Shipping Seal Policy:

1. For shipments to a GM location, on each cargo entry point, shippers must affix seals imprinted with a unique seal number on all single-origin/single-destination railcarload and truckload material shipments. This includes carloads and truckloads containing rack returns.
2. For milkruns (multiple material pickups for a GM facility) the carrier operator will be responsible for affixing seals at every collection location. The seal number at the final pickup location must be recorded on shipment documentation.
3. Truckload and carload material and rack shipments leaving GM facilities must include GM approved seals.
4. Shippers must record the seal identification number on shipment documentation in ink or printer generated.
5. Receivers must verify the seal number prior to unloading the shipment.
6. On-site security will be responsible for inspecting the integrity of seals at entrances to GM facilities and will report any compromised seals to local facility management and GM Global Security.
7. All ocean containers and truck shipments from Canada and Mexico must be sealed in accordance with Customs-Trade Partnership Against Terrorism (C-TPAT) criteria with high security seals meeting or exceeding PAS ISO 17712 standards for high security seals. These shipments must comply with items 1 to 6 above and in addition
   a. Milk runs that do not use a consolidation hub prior to crossing the US border must use ISO17712 high security seals for the trailer at each stop
   b. If the seal is removed in-transit to the border, even by government officials, a second seal must be placed on the trailer by the carrier operator and the seal change must be documented

General Motors excludes the following transportation modes from the Corporate Shipping Seal Policy:

1. Less-than-truckload (LTL) within the USA. LTL from Canada or Mexico to USA are subject to item 7 above.
2. Bulk truckload or carload, i.e., sand, scrap, coal, coke, oil, or fuel
3. Flatbed trucks
4. Shipments in vehicles that are not capable of being sealed, e.g., expedited vans
5. Shuttles *that do not cross US borders.*

Also the following conditions are also exempt from the policy:
1. Plant personnel cannot safely affix or inspect the seal (i.e., employee must enter trackwell without lockout usage). Defined: Lockout must be utilized on either the derail, or blue flag, by the employee entering the train well. Use of the railroad’s lock does not meet the UAW-GM Lockout program.

If a seal is broken under the authority of law (i.e., customs or local, state, or federal authorities), it is the service providers’ responsibility to provide proof of the authorities inspection.

Thomas McMillen    David Gonsalvez
Director, Global Logistics    Director, Supply Chain Security
GM Global Purchasing and Supply Chain    GM Global Purchasing and Supply Chain
SEALING REQUIREMENTS: OUTBOUND SHIPMENTS FROM GM FACILITIES

1. High security seals (e.g., bolt or cable seals) are required on all shipments crossing the U.S. border from Canada or Mexico. Strip seals are to be used only on shipments wholly within the U.S.

2. Seals are required for all outbound shipments of materials or racks except for shuttles, bulk loads, flatbeds or expedited vans. Shuttles are defined as short, closed-loop routes using dedicated equipment which do not cross a U.S. border.

3. For trucks, seal should be attached to manifest/bill of lading at loading dock. Security at exit gate will inspect truck at their discretion and will ensure seal is affixed to truck cargo doors.

4. For railcars, supervisor at loading dock will validate sealing of front side doors. SAFETY FIRST: Railcards are exempt from sealing if plant personnel cannot safely affix the seal (i.e., employee must enter track well without lockout usage). Defined: Lockout must be utilized on either the derail, or blue flag, by the employee entering the train well. Use of the railroad’s lock does not meet the UAW-GM Lockout program.

5. Seals must be kept in a secure location and a log must be maintained as seal numbers are released for use.

SEALING REQUIREMENTS: SHIPMENTS ENTERING THE U.S.

Falcon Transport recognizes the importance of shipment integrity to protect customer assets but also to protect against possible load tampering and security threats. To improve shipment content assurance, Falcon Transport requires all managers to enforce the Corporate Shipping Seal Policy. By enforcing this policy, Falcon Transport improves shipment integrity, protects the position of parties involved in a claim incident, and supports both U.S. Department of Homeland Security and Partners in Protection policies that enhance the security of the United States and Canada supply chain security requirements. Enforcing this policy enables Falcon Transport shipments to qualify for expedited treatment at border entry points.

Falcon Transport Corporate Shipping Seal Policy:

1. For shipments to a cross border location, on each cargo entry point, shippers must affix seals imprinted with a unique seal number on all single-origin/single-destination truckload material shipments. This includes truckloads containing empty rack returns (auto rack specific).

2. High security seals (e.g., bolt or cable seals) are required on all shipments crossing the U.S. border from Canada. Seals must be kept in a secure location and a log must be maintained as seal numbers are released for use.

3. The seal number at the final pickup location must be recorded on shipment documentation.

4. Shippers/drivers must record the seal identification number on shipment documentation in ink or printer generated.

5. Drivers must inform their assigned driver manager of the seal identification number; driver managers must track the seal numbers for security.

6. Drivers must record the seal identification number in the remarks section on paper or electronic log.

7. Receivers must verify the seal number prior to unloading the shipment.
Falcon Transport excludes the following transportation modes from the Corporate Shipping Seal Policy:

1. Flatbed trucks.
2. Truckloads that do not cross U.S. borders.

Note: If a seal is broken under the authority of law (i.e., Customs or local, state or federal authorities), it is the service provider’s responsibility to provide proof of the authority’s inspection. A second seal must be placed on the trailer and the seal change must be documented with the driver’s assigned driver manager, on shipment documentation and on paper or electronic log.

**FAST/ACE BORDER CROSSING OPTIONS**

We want to ensure that all shipments crossing the border into the USA are moved in the FAST/FAST process, or where this is not possible, shipments should go FAST/PAPS using the ACE electronic manifest. Shipments in transit through the United States or Canada should be moved in bond as allowed under regulation. As an overview:

**GM MANDATED PROCESSES**

FAST/FAST (sometimes called FAST/NCAP): Carrier is FAST approved, driver has FAST card, truck has transponder and the manifest is sent electronically via GM's FASTPoint system. Manifest must be accepted by Customs thirty (30) minutes prior to the truck reaching the border. Truck may use FAST lane. Racks may be cleared using FASTPoint. **FASTPoint is for GM shipments only.**

Racks and Containers: Racks may be cleared using FAST/FAST. ASN is not required.

**EXCEPTIONS**

ASN Not Available or Lane Not Set Up In FASTPoint: Contact Jim Raiser at (603) 318-8211

FAST/PAPS using ACE electronic manifest: Carrier is FAST approved, driver has FAST card and truck has transponder. PAPS selected as part of ACE manifest. ACE electronic manifest sent to Customs by carrier or its third party. Broker download also should be selected. Paper documentation sent to GM's Customs broker per PAPS ACE manifest procedures discussed below this note (requested four hours or as soon as available prior to departure). PAPS information must be accepted by Customs from the broker thirty (30) minutes prior to the truck reaching the border. Truck may use FAST lane and cargo should not be racks.

Racks and Containers: If lane not set up in FASTPoint use ACE manifest and select instruments of international traffic (additional data does not need to be sent to the broker). If carrier is FAST approved, driver has FAST card and truck has transponder, may use FAST lane.

Racks and Containers: referencing 19 CFR 10.41(a) on the paper manifest. **US CUSTOMS PHASING OUT AT AN UNDETERMINED DATE.**

The bottom line is that all GM freight shipments that have ASNs and are set up in FASTPoint should be FAST/FAST and those that do not have an ASN should go FAST/PAPS using the ACE manifest. Rack shipments set up in FASTPoint should be FAST/FAST (ASN not required). In transit shipments should be in bond. We anticipate that there should not be any straight PAPS shipments without cause.
The advantages to all of us make the process worthwhile. Drivers can go immediately to the FAST lane and will have fewer customs inspections. These issues are critical for expedited shipments.

The above information provides an overview on the programs to use for GM shipments. Carriers should ensure that they understand and meet all laws, rules and regulations related to each program.