

UNITED STATES - CANADA TRANSIT MANIFEST

DEPARTMENT OF THE TREASURY

DEPARTMENT OF NATIONAL REVENUE

CARRIER IN TRANSIT THROUGH CANADA

CARRIER IN TRANSIT THROUGH UNITED STATES

STATE PROVINCE LICENSE PLATE NO.

TRACTOR: _____ TRAILER: _____ OTHER: _____

PORT OF DEPARTURE _____ PORT OF RE-ENTRY¹ _____

CANADA PERMIT NO. _____ CANADA CUSTOMS BOND NO. _____

NAME AND ADDRESS OF IMPORTING CARRIER *(Print or Type)* _____ NAME OF OPERATOR OR AGENT OF CARRIER *(Print or Type)* _____

PORT AND DATE OF ARRIVAL	CUSTOMS SEAL NOS.	PORT AND DATE OF EXIT	<p>Seals Intact: <input type="checkbox"/> YES <input type="checkbox"/> NO <i>(If "No", report on reverse)</i></p>
	INITIALS OF CUSTOMS OFFICER		<p>Other Irregularity: <input type="checkbox"/> YES <input type="checkbox"/> NO <i>(If "Yes", report on reverse)</i></p>
			INITIALS OF CUSTOMS OFFICER

WAYBILL NUMBERS	NUMBER OF PACKAGES	VALUE ²	WAYBILL NUMBERS	NUMBER OF PACKAGES	VALUE ²

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.

SIGNATURE OF OPERATOR OR AGENT OF CARRIER _____

¹To be entered by customs officer at port of re-entry.
²Value to be shown only for goods transiting the United States; if estimated, so state.

REPORT OF IRREGULARITY

This report covers

SHORTAGE

OTHER IRREGULARITY

DESCRIPTION OF MERCHANDISE (Obtain from waybill or other document accompanying shipment)	QUANTITY MANIFESTED	QUANTITY DELIVERED AT PORT OF EXIT	QUANTITY SHORT	VALUE OF MERCHANDISE NOT DELIVERED TO PORT OF EXIT	DUTY

REMARKS¹

SIGNATURE OF CUSTOMS OFFICER

DATE

¹Show the number of the freight waybill under which the shipment was made; condition of seals; condition of vehicle; condition of marks and numbers of particular containers in which storage occurred, or marks and numbers of missing packages; when and by whom the shortage or other irregularity was noted; any other information about the circumstances surrounding the irregularity which may assist the port of arrival to determine the carrier's liability.

PAPERWORK REDUCTION ACT NOTICE: The Paperwork Reduction Act of 1980 says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. We ask for the information in order to carry out the laws and regulations administered by the U.S. Customs Service. These regulations and forms apply to carriers and brokers who are transporting merchandise in-bond from a port of importation to another Customs port prior to final release of the merchandise from Customs custody. Your response is mandatory.
 Statement Required by 5 CFR 1320.21: The estimated average burden associated with this collection of information is 6 minutes per respondent or recordkeeper depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to U.S. Customs Service, Paperwork Management Branch, Washington DC 20229, and the Paperwork Reduction Project (1515-0005), Office of Management and Budget, Washington DC 20503.

This form may be printed by private parties provided that the supply printed conforms to this official form in size, wording, arrangement, and quality and color of paper. For sale by District Directors of Customs.