§ 123.23 Train sheet for in-transit rail shipments.

Before an in-transit train proceeding under the provisions of this subpart departs from the United States, the carrier shall furnish to the customs officer at the port of exit a train sheet, sometimes called a consist, bridge sheet or trip sheet, listing each car of the train and specifically identifying the in-transit cars, unless a consolidated manifest containing this information has been presented for a train which will remain intact.

§ 123.24 Sealing of conveyances or compartments.

(a) Sealing required. Merchandise in transit proceeding under the provisions of this subpart shall be transported in sealed conveyances or compartments, except that:

(1) Less than load or compartment lots may be forwarded in unsealed conveyances or compartments, without cording and sealing;

(2) The Commissioner of Customs may authorize treatment of full loads or lots in the same manner as less than load or compartment lots;

(3) Live animals identifiable by specific description in the manifest may be transported in the care of an attendant or customs inspector at the expense of the parties in interest, in unsealed conveyances or compartments.

(b) Seals to be affixed. The carrier shall affix blue in-transit seals to all openings of conveyances and compartments except that:

(1) Sealable carload shipments on the Canadian border shall be sealed with yellow in-transit seals.

(2) Conveyances or compartments sealed with U.S. Customs red in-bound seals may go forward without additional seals.

(c) Carrier relieved of responsibility. The port director may relieve the carrier of the responsibility of affixing in-transit seals by notification in writing that Customs inspectors will assume it.

§ 123.25 Certification and disposition of manifests.

(a) Certification. Conveyances proceeding under the provisions of this subpart shall not proceed until the Customs inspector has certified the in-transit manifest or verified its certification by the carrier. The port director may require the carrier to execute the certificate as an alternative to certification by the Customs officer. When the carrier is to execute the certificate, and the merchandise will be forwarded without being under Customs seals, the agent of the carrier shall carefully examine the packages covered by the manifests to satisfy himself that the merchandise agrees with the manifest as to quantity and description.

(b) Disposition of manifest. The original manifest, after certification, shall accompany the merchandise. Additional copies required when the merchandise is to be transshipped in Canada or Mexico under Customs supervision shall be given to the person in charge of the conveyance for delivery to the Customs officers who will supervise transshipment.

§ 123.26 Transshipment of merchandise moving through Canada or Mexico.

(a) General. Merchandise in transit proceeding under the provisions of this subpart may be transshipped from one conveyance to another in foreign territory. When transshipment requires the breaking of Customs seals, the breaking of the seals, transshipment and sealing of the conveyance or compartment to which the merchandise is transshipped shall be under the supervision of a Customs officer. He shall note his action on both the additional copy of the manifest presented to him, in accordance with §123.25(b), and on the original copy, which shall be returned to the person in charge of the conveyance to accompany the merchandise. Merchandise transshipped in foreign territory without customs supervision when Customs seals were broken shall be treated upon return to the United States as imported merchandise.

(b) Storage awaiting transshipment. Merchandise moving under in-transit manifests and Customs seals which is to be stored in foreign territory awaiting transshipment shall be checked into a storehouse by the Customs officer at the place of transshipment. It
shall remain under Customs locks and
seals until transshipment is completed
under Customs supervision.

(c) Manifests where contents broken up.
When transshipment involves the
breaking up of the in-transit contents
of a conveyance or compartment, in
such a manner as to require separate
manifests for articles previously cov-
ered by a single manifest, the Customs
officer supervising the transshipment
shall take up the carrier’s copy of the
manifest and require the carrier to pre-
pare a new manifest, in duplicate, for
each conveyance to which the mer-
chandise is transshipped. If there is to
be further transshipment, an addi-
tional copy of each new manifest shall
be presented by the carrier, and shall
be returned to the person in charge of
the carrier for delivery to the Customs
officer at the point of further trans-
shipment in accordance with §123.25(b).
After the transshipment and sealing of
the conveyances and compartments has
been supervised and the new manifests
certified the originals of the new mani-
fests shall be returned to the carrier to
accompany the merchandise to the
point of reentry into the United States.

§ 123.27 Feeding and watering animals
in Canada.
If animals in sealed conveyances or
compartments cannot be fed and wa-
tered in Canada without breaking cus-
toms seals, the seals shall be broken
and the animals fed and watered under
the supervision of a United States or
Canadian Customs officer. The super-
vising officer shall reseal the convey-
ance or compartment, and make nota-
tion as to the resealing on the mani-
fest.

§ 123.28 Merchandise remaining in or
exported to Canada or Mexico.
(a) In-transit status abandoned. When
the in-transit status of merchandise
transiting Canada or Mexico is aban-
donned and the merchandise is entered
for consumption or other disposition in
Canada or Mexico, the carrier shall
send the in-transit seals and manifests
to the port where the manifests were
first filed with U.S. Customs, or in the
case of trucks under subpart E, the
port of exit, with an endorsement by
the carrier’s agent on each manifest
showing that the merchandise was so
entered. The carriers shall comply with
the export control regulations, 15 CFR
part 370.

(b) In-transit merchandise exported to
Canada or Mexico. Merchandise to be
exported to Canada or Mexico after
moving in-transit through a contig-
uous country shall be treated as ex-
ported when it has passed through the
last port of exit from the United
States. This paragraph shall control
whether or not the merchandise to be
exported is domestic or foreign and
whether or not it is exported with ben-
et of drawback. The manifest, ship-
ner’s export declaration, and the notice
of exportation, if any, shall be filed at
the last port of exit from the United
States.

§ 123.29 Procedure on arrival at port
of reentry.
(a) Presentation of documents. At the
first port in the United States after
transportation through Canada or Mex-
ico under the provisions of this sub-
part, the carrier shall present to Cus-
toms the in-transit manifest or mani-
fests for each loaded conveyance. For
mixed ladings, that is, ladings made up
of several shipments, the waybills shall
be available at the port of return or
discharge for use by Customs officers.
For a railroad train for which a con-
solidated manifest was not used the con-
ductor shall also present a train
sheet showing the car numbers and ini-
tials.

(b) Vessels and rail shipments con-
tinuing in-transit movement—(1) Vessels.
In the case of a vessel carrying in-tran-
sit merchandise, the master’s copies of
the in-transit or in-bond manifest cov-
ering the merchandise given final Cus-
toms release at that port shall be re-
tained by Customs at that port and the
manifests covering merchandise to be
discharged at subsequent ports of ar-
ival shall be returned to the master of
the vessel for presentation to Customs
at the next port.

(2) Rail shipments. An in-transit rail
shipment arriving at an intermediate
port of reentry or exit intended for fur-
ther in-transit movement through Can-
ada may be permitted to go forward
under the accompanying in-transit
manifest after verification by Customs.