

# FIATA

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**MULTIMODAL TRANSPORT INSTITUTE (MTI)**

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To : **ASSOCIATION MEMBERS**  
:  
cc : Extended Board  
: CLECAT  
: MTI Delegates  
: Working Group Sea Transport

From : René Zimmermann, Manager of the Institute

Subject : CANADIAN IMPORT REQUIREMENTS

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It has been reported to FIATA by the Canadian Colleagues that the increased incidence of the below referenced problem with Containers to Canada.

Two very important items are causing the refusal of entry into Canada of containers both FCL and more often LCL consolidations.

Failure of non processed wood packaging to indicate the required ISPM 15 "brand", and /or the presence of insect infestation, mold, fungus, and soil will lead to the containers refusal to enter Canada and it is return to the arriving carrier for immediate removal.

Fumigation of "containers" to Canada is NOT an acceptable wood packaging treatment process.

ALL WOOD PACKING (unless it is a type of wood that does NOT require treatment as a result of its manufacturing process, i.e. plywood, osb, etc. etc.) must show the required ISPM 15 stamp/brand.

Please note the following and for full details refer to  
<http://www.inspection.gc.ca/english/plaveg/protect/dir/d-98-08e.shtml>

There is apparently some confusion over the issue of fumigation but note the excerpt from the gov't of Canada directive indicated below and in particular the section in RED.

While fumigation is an acceptable treatment of wood packaging TO ENABLE it to bear the ISPM15 stamp or brand, it is NOT an acceptable treatment for wood packing WITHOUT the stamp or brand.

In short containers with wood packaging that do not indicate the required stamp or brand WILL BE REJECTED by Canadian authorities EVEN if the whole box has been fumigated.

The other problem fumigation presents us with is that now any Customs or CFIA inspections of fumigated containers require that the container will have to be set aside to "air out" prior to inspection resulting in added expense to consignees over and above the inspection expenses.

Containers if inspected and found not to comply with these requirements will be refused entry and returned to the point of origin. There are NO exceptions. All costs incurred for inspection, reloading, and re-export of the container as a result of the use of improper packing and dunnage materials will be for the origin agent's account

## Appendix 1

**Approved Methods of Treatment for Entry into Canada**

## 1. Heat Treatment

All wood packaging materials material must be heated to a minimum internal wood core temperature of 56°C for 30 minutes. Kiln-drying, chemical pressure impregnation or other treatments may be used as a means of achieving heat treatment provided that the above temperature and time requirements are met.  
Or

## 2. Fumigation

Wood may be fumigated with **methyl bromide** at normal atmospheric pressure at the following rates:

Temperature	Dosage (g/m <sup>3</sup> )	Minimum Concentration (g/m <sup>3</sup> ) at:			
		2 hours	4 hours	12 hours	24 hours
21°C or above	48	36	31	28	24
16°C or above	56	42	36	32	28
10°C or above	64	48	42	36	32

The minimum temperature must not be less than 10°C and the minimum exposure time must be at least 24 hours. Monitoring of concentrations must be carried out at a minimum of 2, 4 and 24 hours after application of the fumigant.

**Appendix 2****Systems Acceptable for the Marking of Treated Wood Packaging Materials**

Wood packaging material that has been treated by one of the methods specified in Appendix 1 and in a manner that is officially endorsed by the NPPO of the country from which the wood packaging materials originates may be permitted entry into Canada provided the wood packaging materials material is marked as follows:

## 1. The mark must at minimum include:

the IPPC symbol for treated wood packaging materials (as per Annex II of the "*International Standard for Phytosanitary Measures No. 15: Guidelines for Regulating Wood packaging materials Material in International Trade*") as reproduced here.

Where XX represents the International Standards Organization two letter country code for the country in which the wood packaging is produced and 000 represents the official certification number issued to the facility producing the compliant wood packaging by the National Plant Protection Organization and YY represents the treatment carried out (e.g. HT for heat treated wood or MB for methyl bromide treated wood).

**Non Compliance**

As of July 5th, 2006, any non-compliant wood packaging materials (excluding ship borne dunnage) entering Canada will be ordered removed from Canada. Additional enforcement measures may be applied to importers or those person or organization having custody of non-compliant wood packaging.

Permitting the entry of non-compliant wood packaging results in increased risks of pest establishment in Canada and increased uses of pesticide treatments including methyl bromide to remove associated pests. Canada is a signatory to the Montreal Protocol and is taking steps to reduce its overall use of methyl bromide. However, where wood packaging may pose an immediate risk for the entry of a pest, the CFIA or CBSA will order treatment of the non-compliant wood packaging, as prescribed in Appendix 1, prior to it being ordered removed from Canada.

All costs incurred in the disposition of non-compliant wood packaging are the responsibility of the person or organization having custody of the non-compliant wood packaging materials at the time of entry to Canada (including port or berthing facilities receiving untreated ship borne dunnage).

## SOIL CONTAMINATION

The Canadian Government through the authority of the Canadian Food Inspection Agency (CFIA) has a "ZERO TOLERANCE" policy with regard to SOIL CONTAMINATION.

The most common source of such contaminations are used vehicles (motorcycles, cars, trucks, ATV's, farm equipment, etc.) but even general cargo, in some cases stored or loaded outside, may be at risk of contamination.

The risk associated with soil contamination is **refusal of entry of the container into Canada and its ordered return to the country of origin.**

While there are no specific requirements for the type of cleaning of used vehicles, standard high pressure wash with hot water including soap or a detergent, is probably the best approach and some evidence that this has been done would facilitate entry into Canada.

The requirements are more stringent where Foot and Mouth disease has been reported in the countries of origin.

In this case it is best to refer to the requirements of CFIA website <http://www.inspection.gc.ca/english/anima/heasan/policy/ie-2001-12e.shtml>.

A list of the countries Canada considers FREE of FMD is also indicated in their website <http://www.inspection.gc.ca/english/anima/heasan/policy/ie-2001-18e.shtml>. Note that this still does not exclude cargo from these countries from the soil contamination requirements.

The financial costs related to a container's refusal entry into Canada and to return same to origin are significant, to say nothing of the commercial impact for the seller and buyer.

Please ensure that your staff and loading facilities are made aware of these requirements.

The Association Members are kindly requested to inform their members accordingly.

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