

Export checklist: Canada

Seaway Project Cargo · prepared October 18, 2026

90,103

U.S. machines shipped here in 2025

\$5,000

Duty and VAT, \$100,000 excavator

None

RoRo from the East and Gulf Coast

SHIPPING METHODS

- Container: Booked on request. Container ports: Port of Vancouver, Port of Montreal, Port of Halifax, Port of Prince Rupert. No schedule we track lists a direct call, so the carrier and any transshipment are confirmed at booking.
- Flat rack: Booked on request. For machines too wide or tall for a closed box, on container lines that accept out-of-gauge cargo. Discharge at Port of Vancouver, Port of Montreal, Port of Halifax, Port of Prince Rupert, subject to the terminal taking flat racks.
- RoRo: No regular service from U.S. coasts. No regular RoRo service runs here from U.S. ports. Self-propelled machines go on flat rack or breakbulk instead.
- Breakbulk: Liner breakbulk or charter. For cargo too large or heavy for a flat rack, loaded by ship or shore crane. Breakbulk and heavy-lift ports: Port of Vancouver, Port of Montreal, Port of Halifax, Port of Prince Rupert.

DUTY AND TAX

- Import duty: 0% of \$100,000 CIF is \$0 (HS 8429.52, 2023 tariff).
- GST: 5% of the duty-inclusive \$100,000 is \$5,000 (CBSA / Transport Canada (RIV), checked June 2026)
- Total duty and tax: \$5,000, or 5% of CIF.
- Excavators 0% · Wheel loaders 0% · Crawler dozers 0% · Motor graders 0% · Backhoes and other excavating machines 0% · Crawler and rough-terrain cranes 0%

U.S. EXPORT STEPS

- File the EEI in AES before loading (every vehicle, and any Schedule B line over \$2,500) and pass the ITN to the carrier.
- Titled machines: original title and EEI to U.S. Customs at the port at least 72 hours before export.
- Wood packaging and dunnage must be ISPM 15 heat-treated and stamped.
- Check the export classification (EAR99 or an ECCN) before booking.

DOCUMENTS AT DESTINATION

Commercial Invoice · Packing List · Bill of Lading · Certificate of Origin (CUSMA) · Import Declaration · CSA Certification (if required) · Equipment Specifications

USED-MACHINERY RULES

- Inspection: Used earth-moving vehicles and equipment, farm equipment and other used vehicles must be free of soil, sand, earth, plant residue, manure and related debris, whatever their origin. CFIA import requirements, inspection procedures and fees apply.
- Inspection: Machinery, equipment and vehicles contaminated with soil or soil-related matter are prohibited from all countries. Inspection happens at the first point of entry (seaport, airport or land border) to confirm freedom from soil.
- Conformity: CEPA emission rules cover importers of new or used off-road engines and machines. Importers must file an ECCC importation declaration, usually before import, or via the CBSA Single Window, and hold conformity evidence such as a U.S. EPA label.
- Conformity: Regulated on-road vehicles under 15 years old, such as highway dump trucks, need: FMVSS certification, retail sale in the U.S., no 'inadmissible' listing on the VIC List, a Form 1/RIV registration, and a passed post-entry RIV inspection.
- Trade agreement: To claim CUSMA preference, the importer must hold a certification of origin. It has no set format but needs the minimum data elements (certifier, exporter, producer, importer, 6-digit HS, origin criterion, signature) and may cover 12 months.