



IMPORT | EXPORT | COMPLIANCE

10+2 USCBP Rule

Importer Security Filing and Additional Carrier Requirements

To help prevent terrorist weapons from being transported to the USA, ocean vessel carriers bringing cargo to the U.S. are required to transmit certain data to Customs and Border Protection (CBP) about the cargo before the goods are exported.

This rule requires 10 + 2 more pieces of information to be submitted to Customs per an ocean bill of lading / shipment basis:

Responsible Filing Parties:

Importers (10 elements) to file +
Carriers (2 new elements)

Effective Date: 01/26/2009 *(First export date for which filing must be made)*

Compliance Date: 01/26/2010 *(Date Enforced Compliance will take effect.)*

The ISF Importer is the responsible party for data filing.

CBP will monitor the data compliance by the following criteria:

- **Timeliness of filing**
- **Accuracy of filing**
- **Completion of filing**

LSIdaho's commitment, to our customers:

We are ready to handle this Security filing on our importers' behalf.

We will discuss with you and your /our freight forwarders the most effective handling of the information flow for the filing. Documentation already in use, such as a purchase order, answers many of the needed elements. HTS numbers are in place for most of your items.

As with any new Compliance law, CBP allows time to ensure Importers and their agents get used to the new law. Its effectiveness will be based on the combined efforts of the Broker, Importer, Seller, Foreign Vendor, Freight Forwarders, Consolidators and Steamship Lines.

We are committed to simplifying the process, ensure compliance and uninterrupted freight moves.

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The Importer Security Filing Process

The designated “Importer Security Filer” Importer (ISF Importer) is responsible to ensure the following information is transmitted to U.S. Customs and Border Protection within the allowed timeframe.

ISF-10 - U.S. Bound Cargo – 3461 Entries, I.T. FTZ

ISF Filing: 24 Hours Prior to Lading

(Information to be provided by the Vendor at time of Booking)

1. Importer of Record Number / Name, address (EIN, IRS, SSN or CBP assigned.)
2. Consignee Number / Name, address (EIN, IRS, SSN or CBP assigned.)
3. Seller (Owner) name, address (Last known entity by whom the goods are sold)
4. Buyer (Owner) name, address (Last known entity to whom the goods are sold DUNS# OK)
5. Ship to Party (EIN, IRS, SSN, , DUNS #of Actual address of delivery)
6. Manufacturer (Supplier) name / address
7. Country of Origin (Country of manufacturer, growth, production)
8. Commodity HTS-6 (Harmonized Tariff Number to Six digit level)

After the vessel sails, the ISF Importer is responsible to ensure the following information is transmitted to U.S. Customs and Border Protection **no later than 24 hours before** the vessel arrives at the first U.S. Port of Unlading.

24 Hours Prior to arrival at First USA Port

(Information to be provided by the Vendor, Carrier or Freight Forwarder after sailing)

9. Container Stuffing Location (Shipper or consolidator – where container was stuffed)
10. Consolidator name / address (Consolidator information)

The ISF Importer must ensure their ISF Agent and the carriers ISF Agents transmit the same bill of lading number to Customs for the 10+2 information to complete the ISF filing.

Transmission Identifier

The AMS bill of lading number provided by the forwarder is the ISF Filing Transaction Number.

11. AMS B/L Number

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10 + 2 QUICK FACTS:

1. The Responsible Party to the accuracy of the 10-element filing:

The ISF Importer.

2. ISF Filing Agents:

The ISF Importer may designate an authorized agent to file the Importer Security Filing (ISF) on the Importer's behalf. The ISF Agent, from the Importer, requires a Power of Attorney to file the data.

3. Automated Filing Systems available:

- a. ABI (Automated Broker Interface)
- b. AMS (Automated Manifest System)

4. CBP System Response Messages

In most cases a Unique Identification Number will be returned by CBP in response to all ISF filings

The BL used by the ISF Importer must match the carrier's BL per vessel filings to ensure the ISF Filing is successfully completed. CBP will issue this final response. The ISF Importer should request proof of this transmission by their broker as backup of compliance.

5. Bonds and Liability:

The ISF Importer must possess a bond OR file under their agent's bond. After the informed compliance period officially ends, the ISF Importer is bound to provide a complete, accurate and timely filing or risk facing liquidated damages in the amount of \$5,000.00

6. Informed Compliance Timeline

CBP timeframe, allowing Importers and their agents get use to the new law based on good faith effort, is through Jan. 25, 2010.

Enforced Compliance will start Jan. 26, 2010.