

Perman Stoler Customhouse Broker, Inc.

Importer Security Filing (ISF) (10+2)

1. Importer (IM)

Importer of Record Name: _____
Importer IRS Number: _____
Address: _____
City: _____
State: _____
Zip Code: _____
Contact Name: _____
Phone: _____
Fax: _____
Email: _____

Bill of Lading (BL)

Master Bill of Lading Number: _____
House Bill of Lading Number: _____
Carrier Name: _____
Carrier SCAC Code: _____
Country of Export: _____
Export Date: _____
Estimated Arrival Date: _____

Non Containerized (10)

Containerized (11)

Container Number: _____	Container Size: 20 or 40 Ft. _____
Container Number: _____	Container Size: 20 or 40 Ft. _____
Container Number: _____	Container Size: 20 or 40 Ft. _____
Container Number: _____	Container Size: 20 or 40 Ft. _____
Container Number: _____	Container Size: 20 or 40 Ft. _____
Container Number: _____	Container Size: 20 or 40 Ft. _____
Container Number: _____	Container Size: 20 or 40 Ft. _____

Your Name: _____

Date: _____

2. Buyer (BY)

Buyer Name: _____
Buyer IRS Number: _____
Address: _____
City: _____
State: _____
Zip Code: _____
Contact Name: _____
Phone: _____
Fax: _____

3. Consignee (CN)

Consignee Name: _____
Consignee IRS Number: _____
Address: _____
City: _____
State: _____
Zip Code: _____
Contact Name: _____
Phone: _____
Fax: _____

4. Consolidator / Stuffer (CS)

Consolidator / Stuffer Name: _____
Address: _____
City: _____
Country: _____
Zip Code: _____
Contact Name: _____
Phone: _____
Fax: _____

5. Container Stuffing Location (LG)

Container / Stuffer Name: _____
Address: _____
City: _____
Country: _____
Zip Code: _____
Contact Name: _____
Phone: _____
Fax: _____

6. Manufacture of Goods (MF)

Manufacture Name: _____
Address: _____
City: _____
Country: _____
Zip Code: _____
Contact Name: _____
Phone: _____
Fax: _____

The Department of Homeland Security Tariff Lookup
http://dataweb/usitc.gov/scripts/gsp/gsp_tariff.asp

7. Tariff Number

8. Country of Manufacture

Tariff Number: _____
Country of Mfg: _____
Tariff Number: _____
Country of Mfg: _____
Tariff Number: _____
Country of Mfg: _____
Tariff Number: _____
Country of Mfg: _____
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Tariff Number: _____
Country of Mfg: _____
Tariff Number: _____

9. Selling Party (SE)

Selling Party Name: _____
Address: _____
City: _____
Country: _____
Zip Code: _____
Contact Name: _____
Phone: _____
Fax: _____

10. Ship to (ST)

Ship to Name: _____
Ship to IRS Number: _____
Address: _____
City: _____
State: _____
Zip Code: _____
Contact Name: _____
Phone: _____
Fax: _____

What is ISF?

The Importer Security Filing (ISF) is also known as "10+2". This is another step in the Department of Homeland Security's (DHS) strategy to better assess and identify high-risk shipments to prevent terrorist weapons and materials from entering the United States. The effective date for the interim Final Rule is January 26, 2009, with a flexible enforcement policy that will last for twelve months after the effective date.

ISF regulations mandate that the importer, as defined by the interim Final Rule, or its agent, transmit via, the carrier Automated Manifest System (AMS) or Automated Broker Interface (ABI), ten (10) data elements per ocean house bill of lading to CBP 24 hours prior to lading goods on a vessel destined to the United States. Carriers must submit to CBP an additional two (2) categories of data elements (vessel stow plans and container status messages) via AMS 24 hours prior to vessel loading in a foreign port. The data elements are described below.

ISF and the Carrier Security Filing have different data elements that consist of two from the carrier and ten from the importer. These data elements are as follows:

Carrier Elements:

Vessel Stow Plans - Stow plans advise where a particular shipment is located on the vessel.

Container Status Messages (CSM) - CSM are nothing more than messages /emails telling the steamship operator about the status and location of a given container.

Importer Elements:

1. **Importer of Record** - Name, IRS Number, Address, etc.
2. **Buyer** - Name, IRS Number, Address, etc. The last known entity to whom the goods are sold or agreed to be sold. If there is not sale, report the owner of the goods.
3. **Consignee** - Name, IRS Number, Address, etc.
4. **Consolidator** - (Stuffer) Name, Address, etc. The party who stuffed the container or arranged for its stuffing for break bulk goods, it is the shipment ready party.
5. **Container Stuffing Location** - Name, Address, etc. of the physical location where the goods were stuffed, for break bulk goods it is the physical location where the goods were made shipment ready.
6. **Manufacture** - Name, Address, etc. The name and address to report are the entity that last manufactures, assembles, produces or grows the commodity.
7. **Commodity** - U.S. Customs Tariff Number 6 digit minimum
8. **Country of Origin** - The country of manufacture, production or growth, based upon the import laws, rules, and regulation of the U.S.
9. **Seller** - Name, Address, etc. of the last known entity by whom the goods are sold or agreed to be sold. If there is no sale then the name and address of the owner.
10. **Ship to** - Name, Address, etc. Report the first delivery to party scheduled to physically receive the goods after release from U.S. Customs.

Listed below are the elements that are required when filing ISF-10 or ISF-5

Importer Security Information For (ISF-10)

1. Importer of Record IRS Number
2. Buyer IRS Number
3. Consignee IRS Number or SSN Number or Customs Assigned Number
4. Consolidator Name and Address
5. Scheduled Container Stuffing Location
6. Manufacture Name and Address
7. Harmonized Tariff Number 6 digit minimum
8. Country of Manufacture Where goods were Manufactured
9. Seller Name and Address
10. Ship to Name and Address

Importer Security Information For FROB, T&E, IE (ISF-5)

1. Booking Party Name and Address
2. Foreign Port of Unlading
3. Place of Delivery
4. Ship to Name and address
5. Harmonized Tariff Number 6 digit minimum

The interim final rule provides some flexibility on the filing requirements. The manufacturer or supplier, ship to party, country of origin, and HTSUS number must be filled within the same 24 hour period, however, the importer may submit an initial response using the best available data and make subsequent corrections or updates when precise or accurate information is available, but not later than 24 hours prior to arrival at a U.S. port. Additionally the importer must file the final two data elements, the stuffing location and the consolidator in the same 24 hours timeframe.

The Department of Homeland Security's FAQs on the 10+2 Interim Final Rule can be accessed at:

http://www.cbp.gov/xp/cgov/trade/cargo_security/carriers/security_filing/

10 + 2

From Wikipedia, the free encyclopedia
(Redirected from Importer Security Filing)

United States Customs and Border Protection (CBP) has announced a new rule, known as the **Importer Security Filing** (ISF) or more commonly called **10+2**; which requires cargo information, for security purposes, to be transmitted to the agency at least 24 hours before goods are loaded onto an ocean vessel for shipment into the U.S. 10+2 is pursuant to section 203 of the SAFE Port Act, and requires importers to provide 10 data elements to CBP, as well as 2 more data elements from the carrier.

The new rule, published on November 26, 2008, went into effect on January 26, 2009. CBP is taking a phased-in approach in terms of implementation and enforcement. During the first 12 months, importers will be warned of infractions instead of being fined, with the hope that the importers will establish a filing system. All ISF filings are required to be submitted electronically via the Automated Broker Interface (ABI) or the Automated Manifest System (AMS).^[1] After the phase-in period, on January 26, 2010, 10+2 will officially be effective and importers will be required to comply. If compliance is not met, they can face fines up to \$5,000 for each violation^[2].

The following 10 data elements are required from the importer:

1. Manufacturer (or supplier) name and address
2. Seller (or owner) name and address
3. Buyer (or owner) name and address
4. Ship-to name and address
5. Container stuffing location
6. Consolidator (stuffer) name and address
7. Importer of record number/foreign trade zone applicant identification number
8. Consignee number(s)
9. Country of origin
10. Commodity Harmonized Tariff Schedule number

From the carrier, 2 data elements are required:

1. Vessel stow plan
2. Container status messages

The above information is required for the Department of Homeland Security to "push out" U.S. borders. Collecting information on foreign imports 24 hours prior to the goods leaving the port of lading allows CBP to further secure U.S. ports of entry against acts of terrorism.

Automation

An automated 10+2 solution takes electronic data, sent from supply chain partners, and maps it to the requested data elements required by CBP.^[3] The filing of this information is known by CBP as the Importer Security Filing. With an automated solution, importers utilize the software to:

- Access trading partners and view/edit their information
- Load data from electronic files or allow for manual entry of data

- Notify users automatically when work needs to be completed for filing purposes
- Connect to CBP, allowing the importer to file the ISF
- Validate classification data for all filings before transmitting to CBP
- Designate fields to automatically populate with consistent data across all filings for a company
- Track the events of a shipment and coinciding ISF data elements triggered by those events

The importer is ultimately responsible for filing the required data elements or trusting a third party, such as a broker or a Freight forwarder, to submit the appropriate product information.^[1]

References

1. [^] ^{*a b*} US Customs and Border Protection (February 12, 2009) "10 + 2" Program. Retrieved March 18, 2009.
2. [^] 3CE 10 + 2 Initiative (January 22, 2009) <http://www.3ceonline.com/10-plus-2.php> . Accessed 2009-06-23. Archived 2009-06-25.
3. [^] Irmen, Melissa. (March 2009)"10 Ways to Reduce the Cost and Risk of Global Trade Management" Journal of Commerce. Retrieved April 15, 2009.

Resources

- 10 Plus 2 Initiative - Complying with U.S Customs New 10 Plus Two Rule
- U.S. Department of Homeland Security
- U.S. Customs and Border Protection
- What is "10+2"?

Retrieved from "http://en.wikipedia.org/wiki/10_%2B_2"

Categories: United States Department of Homeland Security | Supply chain management | International trade

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In the July 17, 2009, Customs Bulletin and Decision, CBP published CBP Decision 09-26 (see pages 29-41) advising the trade on its guidelines for assessing and cancelling liquidated damages for the 10+2 obligations. A summary of the ISF portion is below, and we encourage everyone to review the full notice.

Violation	Consequences
Failure to file complete, accurate, and timely ISF.	CBP shall withhold release or transfer of cargo until ISF is received. CBP may limit the permit to unlade so that cargo is not unladen, and may seize cargo that has been unladen without permission.
Filing an inaccurate update 19 CFR 149.2(d).	Assess liquidated damages against the bond for \$5,000 for the first inaccurate update.
Failing to withdraw a filed ISF 19 CFR 149.2 (e).	Assess liquidated damages against the bond for \$5,000.
Filing an untimely ISF.	Assess liquidated damages against the bond for \$5,000 per late ISF.
Filing an incomplete or inaccurate ISF.	Assess liquidated damages against the bond for \$5,000 per incomplete or inaccurate ISF.

Mitigation:

- When law enforcement goals are compromised, there is no relief.
- **First Offense:** pay between \$1,000 and \$2,000, based on mitigating or aggravating factors.
- **Subsequent Offense:** Pay not less than \$2,500, based on mitigating or aggravating factors.
- Certified Tier 2 or 3 C-TPAT participants can get up to an additional 50% reduction of the above amounts.
- See CBP Decision 09-26 for full details of mitigating and aggravating factors.