



Effective: July 9, 2013

ISF (10+2) – US Customs Filing – Ocean Services

- ✓ **Penalties and Fines: up to \$10,000 for each violation.**
- ✓ **Cases where ISF data is transmitted late and/or erroneously.**
- ✓ **An ISF is not an entry and does not liquidate. There is no closing of an ISF transaction. The statutory limitation for liquidated damages is 6 years.**

What is ISF (10+2)

Importer Security Filing (ISF) which requires cargo information, for security purposes, to be transmitted to the agency at **least 48 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.

Once the ISF is filed in time compliance:

The ISF(10+2) Unique US Customs Generated Number is to be published and documented with all relevant parties at origin and destination to confirm compliance.

The following 10 data elements are required from the importer:

1. Seller name and address: This is defined as the last known entity by whom the goods are sold or agreed to be sold.
2. Buyer name and address: The last known entity to whom the goods are sold or agreed to be sold. If there is no sale, report the owner of the goods.
3. Importer of Record number: This is defined as the importer identification as listed on the entry summary. If the shipment is destined for a foreign trade zone, the identification number of the party filing the zone entry must be provided.
4. Consignee number: This is defined as the importer identification number that is currently reported as the ultimate consignee on the entry summary.
5. Manufacturer (or supplier name): This is currently defined as the entity that last manufactures, assembles, produces, or grows the commodity OR the supplier of the finished goods in the country from which they are leaving OR the manufacturer or supplier that is currently reported in the entry process as the manufacturer identification number (MID).
6. Ship to name and address: This is the first deliver-to-party scheduled to physically receive the goods after the goods have been released from customs custody.
7. Country of origin: This is defined as the same country of origin as reported on the entry summary.
8. Commodity / HTS Number: This is defined as the current HTS number, provided to at least 6 digits but no more than 10 digits, for each commodity contained in the shipment.
9. Container Stuffing Location: This is defined as the name and address of the physical location where the goods were loaded into a container for shipping.
10. Consolidator name and address: This is defined as the name and address of the party that loaded the container or arranged for the loading of the container. Notes:· The manufacturer (supplier), country of origin, and Commodity HTS (at the 6 digit level) must be linked together as a line-item at the shipment level. For the container stuffing location and consolidator name/address, the information must be submitted as soon as possible, but no later than 24 hours prior to arrival.· For break-bulk cargo, the ISF must be filed no later than 24 hours prior to arrival

What 2 data elements are the carriers required to file?



The ocean carriers must report the following:

· Vessel stow plan (container location) of the actual carrier. This will include the vessel name and operator: voyage number: container operator: container number: size and type: stow position: hazmat code: and load/discharge ports

Container event messages supplied by the carrier, to include terminal container movements: change in container status: focused on container status messaging set: container number: event description: date: time and location: vessel name

Who must file-

The importer or a designated agent must file 10 data elements and the ocean carrier must file other 2 data elements. Hence the acronym 10+2. The importer has the primary responsibility for filing the ISF, but the importer can authorize the customs house broker (or another party that has ABI filing capability) to make the filing on its behalf.

Who is the ISF Importer: This is defined under 19 CFR 149 as the party causing goods to arrive within the limits of a port in the United States. This party can be the owner, purchaser, consignee or their agent.

Is a bond required?

Yes, a US Customs bond is required for an ISF filing. If the importer already has a continuous bond, this is sufficient. Otherwise, the importer can obtain an importer security single entry bond as an alternative. The Single Entry Bond cost is predicated on factors of merchandise value and complexity of filing.

Is a Power of Attorney Required ?

Yes, a US Customs Power of Attorney (POA) is required to be completed and submitted 48 Hours Prior to vessel port cut-off. The POA must be signed by the Importer of Record

What Action is Required by Importers?

Importers need to determine who at the company will be responsible for the ISF Filing. Importers should consider including some of the data elements on their commercial invoices or packing slips (6 digit HTS number, Container Stuffing Location, Consolidator name and address, etc.) to facilitate the ISF process.

Will there be a fee associated with the ISF filings?

Yes, the fee will either be part of existing clearance rates or separate depending on our client requirements. The fee will be based on the complexity of the transaction and the level of validation required in conjunction with the Bond and Merchandise specifics.

If Extra Logistics, LLC is to facilitate the filing of the ISF (10+2), we require the following:

One Business Day Prior to Vessel Origin Port Cut- Off:

1. Completed Power of Attorney
2. Completed ISF (10+2) Worksheet Details.
3. Confirmation of Active Bond / Agreement to Establish Single Entry Bond

If Extra Logistics, LLC is NOT facilitating the ISF (10+2) filing and Extra Logistics is providing USA NVOCC services, we require the following:

One Business Day Prior to Vessel Origin Port Cut- Off:

1. ISF (10+2) US Customs ISF Transaction Number.
2. File copy of ISF Filing Confirmation.

Extra Logistics, LLC will not be responsible for third party non-compliant ISF transactions / penalties.