

What AIT will do for you

- As a licensed Customs Broker and NVOCC, AIT has the capability to file the required 10 elements.
- AIT is educating our network of overseas agents on new requirements mandated by this rule.
- All 10+2 amendments will be communicated accordingly.
- AIT measures accuracy through internal audits and external ABI monthly reports, including annual site visits and audits performed by our corporate compliance personnel.

For more information, please contact:

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we deliver.

10 + 2

Carrier and Importer Security Filing

What does the law say?

Published by U.S. Customs and Border Protection, the 10+2 program fulfills the mandate passed by U.S. Congress in the SAFE Port Act to obtain additional data elements prior to the arrival of ocean cargo.

Required only for commodities that will be laden onto an ocean vessel arriving into a U.S. port, 10+2 is another name for the **Importer Security Filing (ISF) and Additional Carrier Requirements** law.

- ISF is called “10+2” because those are the number of data elements that the ISF importer (10) and ocean carrier (2) must transmit to CBP (Customs).
- The ISF importer is defined as “the party causing the goods to enter the limits of a port in the United States.”



The “10” Elements...

The full 10 elements that apply to “shipments intended to be entered into the U.S. and shipments intended to be delivered to an FTZ (foreign trade zone)” are as follows:

- Seller**
- Buyer**
- Importer of Record Number (IRS/EIN)**
- Consignee Number (IRS/EIN)**
- Manufacturer or Supplier**
- Ship to Party**
- Country of Origin (manufacture)**
- HTSUS (at least 6 digits)**
- Container Stuffing Location**
- Consolidator (Container Stuffer)**

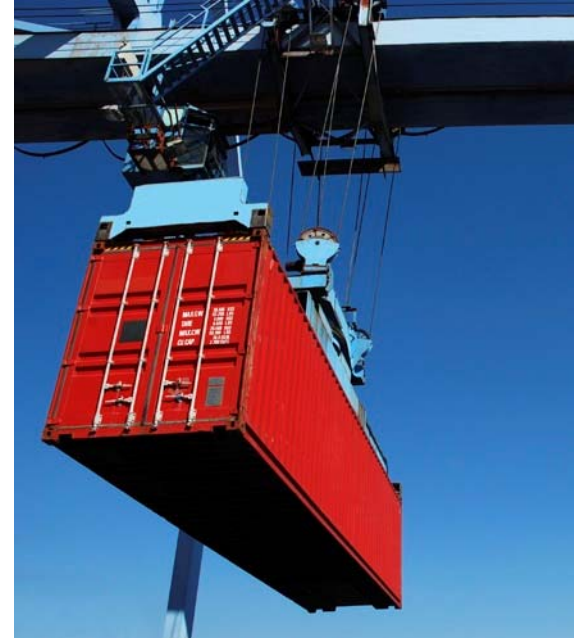
ISF importers **MUST** provide customs with three items:

- “10”** listed elements
- AMS House Bill of Lading** or **AMS Bill of Lading** if a House Bill of Lading was not prepared.
- Container number and size

Timeframes

Elements 1-8 must be filed **24 hours prior to being laden onboard the vessel**; elements 9-10 must be filed 24 hours before arrival at the US port of unloading.

Failure to comply with these regulations may result in monetary penalties and refusal to load freight onto the vessel.



... The “2” Elements

Ocean carriers are to provide the remaining “2” additional data sets to complete the security filing. The ISF importer is not responsible for filing these two data sets!

Vessel Stow Plan

Advising customers where a shipment is located on a particular vessel, stow plans must be received no later than 48 hours after departure from the last foreign port.

Container Status Messages

Messages notifying steamship lines the status and location of a specific ocean container.

