

Importer Security Filing(ISF) 10+2 Compliance Form

Date this form is filled - up : _____ Container Nbr : _____

MB/L# _____

MB/L SCAC: _____ (SCAC CODE)

HB/L# _____

HB/L SCAC : _____

Name of Vessel : _____

Voyage No. : _____

ETD : _____

ETA : _____

1 Manufacturer(or Supplier) Name _____
Manufacturer(or Supplier) Address _____

2 Seller Name _____
Seller Address _____

3 Buyer Name _____
Buyer Address _____

4 Ship to Name _____
Ship to Address _____

5 Container Stuffing Location
Name & Address _____

6 Consolidator(Stuffer) Name _____
Consolidator(Stuffer) Address _____

7 Commodity HTSUS No. or Description
of Commodity/Merchandise _____

8 Country of Origin _____

I certify that the above information is true and correct and verified by me.

Signature of Authorized Representative: _____

Note : SCAC Code - This is the four-letter code used to identify the shipping lines issuing the Bill of Lading

*- **ETD - Estimated Time Departure of Vessel from Port of Loading**

*- **ETA - Estimated Time Arrival of Vessel at first U.S. Port of Discharge**

**** - Please see page 2 for Explanatory Notes and ISF LIQUIDATED DAMAGES for "Failure to File", "Untimely Filing", "Incomplete or Inaccurate ISF", "Filing an Inaccurate Update", "Failing to Withdraw an ISF".

<*> ISF is submitted to U.S. Customs by electronic filing. Our system is set-up for this electronic filing.

Notice : The ISF is required for containerized shipments of goods to be imported into the United States. The ISF filing requirement was implemented by U.S. Customs in 2009 under a Trial Period. During this period in 2009, Customs was creating a database and not imposing any penalties or liquidated damages for "failure to file ISF", "untimely filing of ISF", "filing of inaccurate ISF". The Trial Period or Flexible Enforcement Period will end January 26, 2010, so the ISF requirement will be strictly enforced after January 26, 2010. And violations will be subject to liquidated damages defined by U.S. Customs as follows :

Violation

Failure to file complete, accurate, and timely ISF

Filing an incomplete or inaccurate ISF)

Filing an untimely ISF)

Filing an inaccurate update)

Failing to withdraw an ISF ISF)

Consequences

CBP shall withhold release of transfer of cargo until ISF received. CBP may limit permit to unlade so that cargo is not unladen and may seize cargo that has been unladen without permission.

Assess liquidated damages against the ISF Importer for \$5,000.00 per violation; up to 2 violations may be assessed.

Note : The ISF is filed for shipments consisting of goods intended to be entered into the United States and goods intended to be delivered to a Foreign Trade Zone.

Although Customs flyers on the ISF filing requirement says : Eight Data Elements must be provided to U.S. Customs no later than 24 hours before the cargo is laden aboard a vessel destined to the United States, and Two additional Data Elements, the Container Stuffing Location, and Consolidator, are to be submitted to U.S. Customs as early as possible, but no later than 24 hours prior to the ship's arrival at a US port, **we strongly require, if we are to submit your ISF for the shipment electronically to U.S. Customs, that all the 14 Data Elements as listed below and as required in the ISF Compliance Form be submitted to us at least 48 HOURS PRIOR TO LOADING OF YOUR SHIPMENT AT THE PORT OF ORGIN OR PORT OF LOADING. We will need all the 14 Data Elements at least 48 HOURS PRIOR TO LOADING IN ORDER TO AVOID CUSTOMS SANCTIONS FOR "UNTIMELY FILING OF ISF".**

* **Seller**

* **Buyer**

* **Importer of Record**

* **Consignee number(s)**

* **Manufacturer (or Supplier)**

* **Ship to party**

* **Country or Origin**

* **Commodity Harmonized Tariff Schedule of the United States (HTSUS) number**

* **MB/L number (Master Ocean Bill of Lading Number) - this will identify on what vessel your containerized shipment is loaded;**

* **Name of Vessel and Voyage Number - this will confirm the MB/L number;**

* **SCAC (This is the Vessel SCAC - the 1st four letters of the M/BL number - this will identify the steamship lines;**

* **AMS HB/L number (AMS stands for Automated Manifest System [reported to U.S. Customs].**

You will need this if you are a co-loader in the container holding your shipment. Your co-load shipment will be identified thru this AMS HB/L and your shipment will be considered as timely reported to U.S. Customs and complied with the ISF requirement.

* **Container stuffing location; and**

* **Consolidator**

Please send back to us this 2nd page and the 1st page which you have filled-up and completed and within 48 HOURS PRIOR TO LOADING AT PORT OF LOADING OR ORIGIN.

Thank you for your very kind attention.

AAA CUSTOMS BROKERS

SCAC Code

The Standard Carrier Alpha Code (SCAC) is a unique two-to-four-letter code used to identify transportation companies. NMFTA developed the SCAC identification codes in the mid 1960's to facilitate computerization in the transportation industry. SCACs are required when doing business with all U.S. Government agencies and with many commercial shippers including, but not limited to, those in the automobile, petroleum, forest products, and chemical industries as well as suppliers to retail businesses and carriers engaged in railroad piggyback trailer and ocean container drayage. Carriers who use the Uniform Intermodal Interchange Agreement (UIIA) are required to maintain a valid SCAC. The petroleum industry uses SCACs in their integrated software programs that expedite the movement of bills of lading, pipeline tickets, product transfer orders, and inventory data. Many commercial shippers and receivers utilize SCACs in their freight bill audit and payment systems.

Importer Security Filing (ISF) 10+2 Compliance Form

All importers and those who intend to import merchandise into the United States must be aware of this U.S. Dept. of Homeland Security measure being implemented by U.S. Customs & Border Protection. This is because failure to comply will result in U.S. Customs imposing sanctions against the Importer by way of “liquidated damages” (ranging from \$5,000.00 to \$10,000.00, subject to mitigation by Customs). For a full understanding of how the ISF works, you can download the Importer Security Filing (ISF) 10+2 Compliance Form and read all the information which we have compressed in the four (4) pages reference material. The ISF 10+2 Fill-Up Form is what you must send to your shipper or supplier. Your shipper or supplier will be responsible for filling up all the information required in the ISF Fill-Up Form. They are supposed to send it back either directly to us at alan@aacustoms.com or thru you (you can then forward the completed form to alan@aacustoms.com AT LEAST 24 HOURS PRIOR TO THE LOADING OF YOUR CONTAINERIZED SHIPMENT AT THE PORT OF LOADING OR PORT OF DEPARTURE. We will transmit thru the electronic system provided by U.S. Customs the ISF data-information on your shipment within the required time-frame to ensure that you will not be penalized by U.S. Customs. Please take note that the 24 Hours Time-Frame is very strict and rigid that after the 24 Hours Time-Frame, the ISF filing will be considered as a “late-filing”. We are consequently suggesting that you or your shipper/supplier should send to us the completed ISF 10+2 Form at least 48 HOURS Prior to Loading at the Port of Departure – this will give us sufficient to time to secure information which your shipper or supplier may have missed or omitted.

The full compliance (enforcement) date for the “ISF 10+2” requirements commenced on January 26, 2010, thus ending a 12-month delayed enforcement period in which CBO (Customs & Border Protection) provided extensive outreach to educate the trade community on this Dept. of Homeland Security measure. At this time, U.S. Customs & Border Protection is set to strictly enforce this cargo security program. We are continuing to review new reference materials which U.S. Customs provides to the trade community from time to time, and we circulate these materials to our clients.

If you have any question(s), please give us a call or send us an email

AAA CUSTOMS BROKERS

5500 Pearl St., Suite 120

Rosemont, IL 60018

Tel. 847-261-0100

Fax : 847-261-0105 / 847-261-0106