

Biscayne Import Services, Inc.
Tel: 305-477-7323 Fax: 305-477-7241
Email: Biscayneimport@bellsouth.net

ISF (Importer's security filing)

MASTER BILL OF LADING: _____

HOUSE BILL OF LADING: _____

IMPORTERS NAME: _____

VESSEL _____ VOYAGE: _____

DEP DATE: _____ SAILING DATE _____

(MF) Name and complete address of the manufacturer	(SE) Name & address of the selling party
(BY) Name and complete address of the buyer	(ST) Name and complete address of the Ship to party
(LG) Name and address of company or entity loading the cargo into the container	(CS) Name and complete address of the company consolidating the cargo into the container
Consignee: Name and address of the ultimate consignee.	

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In October of 2006, The United States Congress enacted the Safe Port Act of 2006. Among other provisions, the law requires Customs to collect more information about Import Shipments than is included with AMS. Customs will require Ocean Shipment details to be filed 24 hours in advance of vessel loading beyond what is currently required by the Advance Manifest System (24 Hour Rule).

- Manufacturer name and address
- Seller name and address
- Consolidator name and address
- Container stuffing location
- Buyer name and address
- Delivery Location
- Importer Number
- Consignee Number
- Country of Origin
- Harmonized Tariff Schedule Number

10+2 Data Elements definitions

1. **Seller** – Name and address of the last known entity by whom the goods are sold or agreed to be sold. If the goods are to be imported otherwise than in pursuance of a purchase, the name and address of the owner of the goods must be provided. The seller information is generally available on the commercial invoice.
2. **Buyer** – Name and address of the last known entity to whom the goods are sold or agreed to be sold. If the goods are to be imported otherwise than in pursuance of a purchase, the name and address of the owner of the goods must be provided. The buyer information is generally available on the commercial invoice. If the goods are sold in transit and the buyer information changes, the ISF must be amended.
3. **Importer of Record number/FTZ Applicant ID number** – The IRS number, EIN, Social Security number, or Customs assigned importer number of the entity liable for payment of all duties and responsible for meeting all statutory and regulatory requirements incurred as a result of importation. For Foreign Trade Zone shipments, the IRS number of the party who files the documentation must be reported. If the importer of record on the entry is not the same as the importer that files the ISF, any ISF penalty would be against the party whose bond is posted for the ISF.
4. **Consignee number** – The IRS number, EIN, Social Security number, or Customs assigned imported number of the individual or firm in the U.S. on whose account the merchandise is shipped.
5. **Manufacturer (or supplier)** – Name and address of the entity that last manufacturers, assembles, produces, or grows the commodity. OR the name and address of the party supplying the finished goods in the country from which the goods are leaving. Customs will be allowing some flexibility with this data element during the first year, but it must be updated once known, no later than 24 hours prior to arrival at the port of discharge. Remember that for textiles, we must have the actual manufacturer for entry purposes.
6. **Ship to party** – Name and address of the first deliver-to party scheduled to physically receive the goods after the goods have been released from Customs custody. Customs believes this information will give predictability to targeting. If the ship to party is unknown, the facility where the goods will be unladen (e.g., pier) can be reported. If there are multiple delivery stop offs, only the first one is reported. Customs

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will be allowing some flexibility with this data element during the first year, but it must be updated once known, no later than 24 hours prior to arrival at the port of discharge.

7. **Country of origin** – Country of manufacture, production, or growth of the article, based upon the import laws, rules and regulations of the U.S. This is the same information declared on the Customs entry. Customs will be allowing some flexibility with this data element during the first year, but it must be updated once known, no later than 24 hours prior to arrival at the port of discharge.

8. **Harmonized Tariff Schedule number** – Tariff number under which the article is classified in the HTSUS. The final rule requires 6 digits, but Shapiro will be reporting the full 10 digit HTS number. This means all goods will need to be pre-classified. Customs will be allowing some flexibility with this data element during the first year, but it must be updated once known, no later than 24 hours prior to arrival at the port of discharge.

9. **Container stuffing location** – Name and address(es) of the physical location(s) where the goods were stuffed into the container. For break bulk shipments, the name and address(es) of the physical locations(s) where the goods were made “ship ready” must be provided. A “scheduled” stuffing location will be acceptable, but once the actual stuffing location is known, the ISF must be amended prior to arrival. We do not need to report which container was stuffed where (the container number is not required to be reported with the ISF).

10. **Consolidator (stuffer)** – Name and address of the party who stuffed the container or arranged for stuffing of the container. For break bulk shipments, the name and address of the party who made the goods “ship ready” or the party who arranged for the goods to be made “ship ready” must be provided.