

## ISF Compliance

### 10+2 SECURITY FILING FACT SHEET

SAFE Port Act of 2006 was enacted by U.S. Congress in October of 2006. This mandated CBP to collect additional data elements, require data to be received before loading, and improve the targeting process.

[http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109\\_cong\\_public\\_laws&docid=f:publ347.109](http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109_cong_public_laws&docid=f:publ347.109)

Notice of Proposed Rule Making was published on January 2, 2008 further defining the program, the elements to be transmitted, and the specifics. This rule also proposes a new section of the regulations: 19 CFR 149, and amends Several Other Sections of title 19 Code of Federal Regulations.

<http://edocket.access.gpo.gov/2008/pdf/E7-25306.pdf>

Draft Technical Specifications were published on May 29, 2008, with the most recent updates posted on July 16, 2008. These outline the communication formats for each party transmitting the elements.

[http://www.cbp.gov/xp/cgov/trade/automated/automated\\_systems/sf\\_transaction\\_sets/](http://www.cbp.gov/xp/cgov/trade/automated/automated_systems/sf_transaction_sets/)

The Importer Security Filing Data Elements (the 10 portion) to be filed by the party causing goods to arrive within the limits of a port in the United States.

- Manufacturer (or supplier) name and address
- Seller name and address
- Buyer name and address
- Ship to name and address
- Container stuffing location
- Consolidator (stuffer) name and address
- Importer of record Number
- Consignee Number (IRS)
- Country of origin
- Commodity HTSUS number

Additionally we need the Bill of Lading Number either Master or House Bill of Lading Only No Sub-House Allowed in Filing.

The Carrier Security Filing Data Elements (the 2 portion)

- Vessel Stow Plan - vessel name and operator; voyage number; container operator; equipment number, size and type; stow position; hazmat code; and load/discharge ports

- Container Status Messages - terminal container movements, change in container status, focused on container status messaging set: equipment number; event description, date, time and location; and vessel.

The Freight Remaining on Board, In-Bond, and Foreign Trade Zone Data Elements (the 5 portion) required to be transmitted by the party filing the FROB, IE, T&E, or FTZ Documentation.

Booking Party Name and Address  
Foreign Port of Unlading  
Place of Delivery  
Ship to Name and Address  
Harmonized Tariff Schedule at minimum 6-digit level

All Data Elements are to be filed by using current CBP communication methods. These are the Automated Broker Interface (ABI) that is currently used by U.S. Customs Brokers to transmit entry data, and the Automated Manifest System (AMS) that is currently used by carriers, Non Vessel Operating Common Carriers (NVOCC), and some Freight Forwarders to transmit manifest data.

There are various options to transmit the 10 Security Filing Data Elements. The data may be transmitted:

As a stand-alone security filing either through ABI or AMS.  
Through ABI as a joint entry and security filing.  
Through AMS as a joint manifest and security filing