

IMPORTING AND EXPORTING

# 10 FACTS ABOUT 10+2

Requirements for U.S. importers

## Importing and Exporting

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10+2 data, which is required prior to vessels being loaded, is changing the way companies do business. If you import goods from overseas by ship, you need to start communicating with your suppliers and service providers.

The SAFE Port act of 2006 requires the Department of Homeland Security to collect information that helps Customs decide which containers need more examination and which can move on without additional checks. 10+2 provides U.S. Customs with the information necessary to determine which containers to search.

The following 10 key facts are important for all U.S. importers to know:

### 1 The 10+2 information is loaded into the U.S. Customs Automated Targeting System.

The system analyzes the shipment information and flags the containers that require further examination.

### 2 10+2 filing consists of two separate transmissions to U.S. Customs:

- 10 pieces of information to be supplied by the importer, referred to as the Importer Security Filing (ISF)
- 2 data sets to be supplied by the carrier.

### 3 There are 10 data elements for 10+2, or the ISF:

- Manufacturer (or supplier) name and address
- Seller name and address
- Buyer name and address
- "Ship to" name and address
- Container stuffing location

**Learn more** about the data elements required when importing cargo from overseas.



- Consolidator (stuffer) name and address
- Importer of record number or Foreign Trade Zone (FTZ) applicant identification number
- Consignee number(s)
- Country of origin
- Commodity HTSUS number (minimum 6 digit level required, 10 is accepted)

The bill of lading number is also one of the required elements for the ISF.

### 4 There are two data sets that are required from carriers:

- Vessel stow plan (includes vessel name, operator, container position, stow position).
- Container status messages for all the events of that shipment.

### 5 10+2 information is required by Customs for all ocean shipments at least 24 hours prior to the vessel loading at the foreign port of lading.

Both container stuffing location and consolidator name and address can be submitted when the vessel is on the water, but no later than 24 hours prior to arrival.



**6 It is the importer's responsibility to ensure that the ISF is filed and accurate.**

As of July 2013, failure to transmit the 10 data elements on time will result in a \$5,000 liquidated damages penalty per violation.

**7 Importers can file the ISF on their own or through a service provider with a valid power of attorney.**

**8 Livingston is ideally situated to file the ISF with our experienced Customs brokerage teams and full 24/7 coverage.**

**9 Shipments bonded through the U.S. (IE, TE) or freight remaining on board (FROB) still requires an ISF but only for the following five data elements:**

- Booking party name and address
- Ship to name and address
- Commodity HTSUS number
- Foreign port of unloading
- Place of delivery

**10 10+2 has been live since January 26th, 2009 and has a full compliance date of January 26th, 2010.**

To find out more about Livingston's 10+2 service options, contact your Livingston account executive.

## Contact Livingston

Have questions or need help with your shipments? Contact your account executive, write to us at: [simplify@livingstonintl.com](mailto:simplify@livingstonintl.com) or give us a call at **1-800-837-1063**