

Solutions For '10+2' Importer Security Filing

What you don't know *can* hurt you when trying to comply with U.S. Customs and Border Protection's new ISF Rule.

Horizon Logistics is ISF-certified and ready to help you avoid any supply chain delays.



Our customers benefit from using Horizon Logistics for 10+2 filings with:

- **Greater control of submission time and accuracy of ISF data**
- **Enhanced response time for issue resolution**
- **A single point of contact for all ISF submissions. All operational functions are handled by Horizon Logistics personnel dedicated to your success**
- **Ability to access our web application if customer wants to submit on their own using our system (fee based)**

What is the Importer Security Filing?

On January 26, 2010, the Importer Security Filing and Additional Carrier Requirements rule (commonly known as 10+2) goes into effect in full force. Failure to comply with the rule will result in monetary penalties, increased inspections and delay of cargo. According to the 10+2 rule issued by U.S. Customs and Border Protection (CBP), before merchandise arriving by vessel can be imported into the United States, the "Importer Security Filing (ISF) Importer," or their agent (e.g., licensed customs broker), must electronically submit certain advance cargo information to CBP in the form of an Importer Security Filing. This requirement only applies to cargo arriving in the United States by ocean vessel. It does not apply to cargo arriving by other modes of transportation.

Who is Responsible for the Filing?

The ISF Importer is required to submit the Importer Security Filing. The ISF Importer is the party causing the goods to arrive within the limits of a port in the United States by vessel. Typically, the ISF Importer is the goods' owner, purchaser, consignee, or agent such as a licensed customs broker. However, for foreign cargo remaining on board (FROB), the ISF Importer is the carrier. For immediate exportation (IE) and transportation and exportation (T&E) in-bond shipments, and goods to be delivered to a foreign trade zone (FTZ), the ISF Importer is the party filing the IE, T&E, or FTZ documentation.

What Must Be Filed?

ISF Importers, or their agent, must provide the following data elements, no later than 24 hours before the cargo is laden aboard a vessel destined to the United States:

- Seller
- Buyer
- Importer of record number / FTZ applicant identification number
- Consignee number(s)
- Manufacturer (or supplier)
- Ship to party
- Country of origin
- Commodity Harmonized Tariff Schedule of the United States (HTSUS) number

Two additional data elements must be submitted as early as possible, but no later than 24 hours prior to the ship's arrival at a U.S. port. These data elements are:

- Container stuffing location; and
- Consolidator

*Information directly from U.S. Customs & Border Protection literature to ensure accuracy.

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