


**Importer Security Filing  
and Additional Carrier  
Requirements**



**"10+2" Program**

Last Updated: February 6, 2009

---

---

---

---

---

---

---

---

**"10+2" Program**

- Strawman was known as 10 + 2 because ten of the elements are to come from importers and two of the elements are to come from carriers including information regarding the container and conveyances in which the cargo is loaded.

---

---

---

---


---

---

---

---

**Purpose**



- To help prevent terrorist weapons from being transported to the United States.
- To fulfill the requirements of section 203 of the Security and Accountability for Every (SAFE) Port Act of 2006 and section 343(a) of the Trade Act of 2002, as amended by the Maritime Transportation Security Act of 2002

---

---

---

---

---

---

---

---

**SAFE Port Act**

On October 13, 2006, the President signed into law the Security and Accountability for Every Port Act of 2006 (Pub. L. 109-347, 120 Stat 1884) (SAFE Port Act). Pursuant to Section 203 of the SAFE Port Act (6 U.S.C. 943),

---

---

---

---

---


---

---

---

**Prior to the enactment of the Safe Act**

1. The Container Security Initiative (CSI),
2. The 24 Hour Rule,
3. The Customs-Trade Partnership Against Terrorism (C-TPAT)




---

---

---

---

---

---


---

---

**Carrier and Importer Requirements Presented Separately**

carriers would be generally required to:

1. submit a vessel stow plan and
2. Container status messages regarding certain events relating to containers loaded on vessels destined to the United States



(the "2" of "10+2").

---

---

---

---

---

---

---

---

### Who Submits the information?



- The Importers would be required to submit an Importer Security Filing containing certain data elements

---

---

---

---

---

---

---

---

### importer means



- the party causing the goods to arrive within the limits of a port in the United States

---

---

---

---

---

---

---

---

### (FROB) foreign cargo remaining on board



The importer is construed as the carrier.

---

---

---

---

---

---

---

---

### Who submits cont.

- immediate exportation (IE)
- transportation and exportation (T&E)
- in-bond shipments
- goods to be delivered to a foreign trade zone (FTZ)

The importer is construed as the party filing the IE, T&E, or FTZ documentation with CBP

---

---

---

---

---

---

---

---

### Vessel Stow Plan

With regard to the Vessel

- (1) Vessel name (including international maritime organization (IMO) number)
- (2) Vessel operator
- (3) Voyage number

With regard to each container or unit of break bulk cargo

- (1) Container operator, if containerized;
- (2) Equipment number, if containerized;
- (3) Equipment size and type, if containerized;
- (4) Stow position
- (5) Hazmat-UN code
- (6) Port of lading
- (7) Port of discharge

---

---

---

---

---

---

---

---

### Container status messages

- CSM
- Carriers submit container status messages

---

---

---

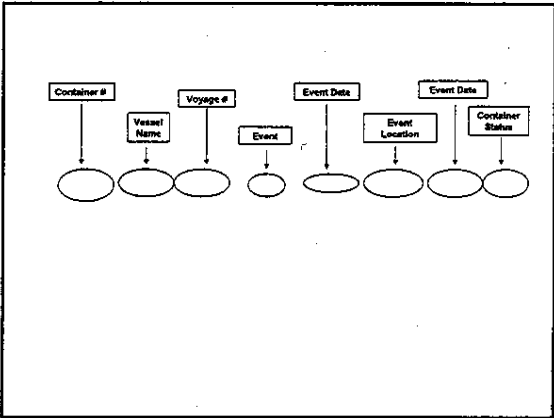
---

---

---

---

---




---

---

---

---

---

---

---

---

**Two Basic Standards Governing the Formation of CSMs**

- American National Standards Institute (ANSI) X.12 standard
- United Nations rules for Electronic Data Interchange For Administration, Commerce and Transport (UN EDIFACT) standard.

---

---

---

---

---

---

---

---

**When are CSMs required?**

(1) When the booking relating to a container which is destined to arrive within the limits of a port in the United States by vessel is confirmed;




---

---

---

---

---

---

---

---



(2) When a container which is destined to arrive within the limits of a port in the United States by vessel undergoes a terminal gate inspection

Seven horizontal lines for notes



(3) When a container, which is destined to arrive within the limits of a port in the United States by vessel, arrives or departs a facility (These events take place when a container enters or exits a port, container yard, or other facility. Generally, these CSMs are referred to as "gate-in" and "gate-out" messages.);

Seven horizontal lines for notes



(4) When a container, which is destined to arrive within the limits of a port in the United States by vessel, is loaded on or unloaded from a conveyance (This includes vessel, feeder vessel, barge, rail and truck movements. Generally, these CSMs are referred to as "loaded on" and "unloaded from" messages);

Seven horizontal lines for notes



(5) When a vessel transporting a container, which is destined to arrive within the limits of a port in the United States by vessel, departs from or arrives at a port (These events are commonly referred to as "vessel departure" and "vessel arrival" notices);

---

---

---

---

---

---

---

---



(6) When a container which is destined to arrive within the limits of a port in the United States by vessel undergoes an intra-terminal movement

---

---

---

---

---

---

---

---



(7) When a container which is destined to arrive within the limits of a port in the United States by vessel is ordered stuffed or stripped

---

---

---

---

---

---

---

---



(8) When a container which is destined to arrive within the limits of a port in the United States by vessel is confirmed stuffed or stripped

Seven horizontal lines for data entry.



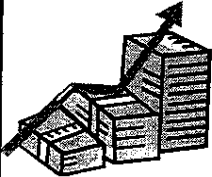
(9) When a container which is destined to arrive within the limits of a port in the United States by vessel is shopped for heavy repair.

Seven horizontal lines for data entry.

For each CSM submitted, the following information must be included:

- (1) Event code being reported, as defined in the ANSI X.12 or UN EDIFACT standards
- (2) Container number
- (3) Date and time of the event being reported
- (4) Status of the container (empty or full)
- (5) Location where the event took place
- (6) Vessel identification associated with the message

Seven horizontal lines for data entry.



Carriers would be exempt from the CSM requirement for bulk and break bulk cargo

---

---

---

---

---

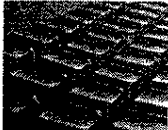
---

---


---

### How do I submit the info?

CSMs must be submitted via the CBP-approved electronic data interchange system.



- vessel AMS




---

---

---

---

---


---

---

---

### Importer Requirements

- The importer is required to transmit an Importer Security Filing (ISF) to CBP, for FROB no later than 24 hours before cargo is laden*




---

---

---

---

---

---

---

---

**Required Elements**

- *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 / FTZ applicant identification number*
- *Consignee number(s)*
- *Country of origin*
- *Commodity HTSUS number*

---

---

---

---

---

---

---

---

**Contact Information**

- *Susan Coleman,*
- *Senior Import Specialist*
- *Team 314*
- *440 891 3824*




---

---

---

---

---

---

---

---