

## OFFICE LOCATIONS

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## What is 10+2?

02/26/2007- Customs and Border Protection has been working closely with the COAC subcommittee in formulating the proposed Security Filing (SF), which will require 10 additional data elements from importers **24 hours prior to foreign lading** and 2 data sets from ocean carriers. CBP is currently developing a Notice of Proposed Rulemaking (NPRM), which will be published in the Federal Register along with a request

for comments on the NPRM. Congress recently passed the SAFE Port Act. The SAFE Port Act sets forth the following requirement to enhance the capability of CBP's Automated Targeting System:

"Section 203(b): Requirement. – The Secretary, acting through the Commissioner, shall require the electronic transmission to the Department of additional data elements for improved high-

risk targeting, including appropriate elements of entry data ... to be provided as advanced information with respect to cargo destined for importation into the United States prior to loading of such cargo on vessels at foreign ports."

[www.cbp.gov](http://www.cbp.gov)



### The "10" elements

1. Manufacturer name and address
2. Seller name and address
3. Container stuffing location
4. Consolidator name and address
5. Buyer name and address
6. Ship to name and address
7. Importer of record number
8. Consignee number
9. Country of origin of the goods
10. Commodity -HTS Schedule number (6 digit)

## WHY 10+2?

These data elements will be linked, via the Automated Manifest System (AMS) or Automated Broker Interface (ABI) to the existing 24 Hour Rule data collected in the AMS. This new Security Filing (SF) is focused on those specific data elements that further identify the entities involved in the supply chain, the entities' locations, as well as a corroborating and potentially more precise description of the commodities being shipped

to the United States. This data will significantly enhance the risk assessment process by enabling CBP to more efficiently separate higher-risk shipments from lower risk shipments that should be afforded more rapid release decisions. In addition, these additional data elements will enable CBP to make critical decisions during and immediately after elevated alert levels when business resumption is essential to

the well being and security of the U.S. economy.

The following ten (10) data elements were selected because of their probative value and because of their ready availability in current logistics processes. (See Annex A for proposed definitions of the data elements.). [www.cbp.gov](http://www.cbp.gov)



## When will 10+2 become effective?

The comment period for Customs ended on February 14, 2007.

Customs is in the process of reviewing the comments that were received and will issue a NPRM (notice of proposed rule making) in the Federal Register with a list of the questions and Customs response to each. We expect it to be published any day.

Once the NPRM is issued, there will be a one year "phase-in" period.

Customs will use this time to educate and work with the Trade through Informed Compliance publications and out-reach programs.

At the end of the one year period (unless extensions are granted), we anticipate possible delays at the origin points for

customers who have not implemented these additional data elements into their purchasing process.

The Security Filing Data, as 10+2 is becoming known, determines whether or not cargo will be permitted to load on a vessel destined for the United States.

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*Customs advises;  
"It is the Importer's  
Responsibility to file..."*

## Who is responsible to provide the 10+2

The data elements are divided between two responsible parties:

For the 10 data elements, the Importer is responsible to file. The Importer can appoint an agent, described by customs as: *broker, freight forwarder.*

Currently the proposed method of reporting these data elements is via the ABI system. This of course if subject to

change once the rule becomes final.

Customs is proposing a "single filer" concept to make the data more efficient, accountable and accurate

For the 2 data elements, which are the Stow Plan Data and the Container Status Message, the Steamship line will be responsible to file.

The method of filing these elements will be through the Automated Manifest System (AMS).

It is imperative you become involved in the rule making process. As of one the members of COAC stated; *"The next 12-18 months will be a very busy time for Importers and their service providers"*



## Where can I get more information about 10+2?

To find out more about 10+2 and how it will affect your business, contact your Customer Service Representative or: [sales@johnsjames.com](mailto:sales@johnsjames.com)

**REQUIRED MANIFEST DATA**

- ✂ Bill of Lading Number
- ✂ Foreign Port before vessel departs for U.S.
- ✂ Carrier SCAC
- ✂ Carrier Assigned Voyage Number
- ✂ Date of Arrival at First U.S. Port
- ✂ U.S. Port of Unlading
- ✂ Quantity
- ✂ Unit of measure of Quantity
- ✂ First Foreign Place of Receipt
- ✂ Commodity Description (description/HTS-6)
- ✂ Commodity Weight
- ✂ Shipper Name
- ✂ Shipper Address
- ✂ Consignee Name
- ✂ Consignee Address
- ✂ Vessel Name
- ✂ Vessel Country
- ✂ Vessel Number
- ✂ Foreign Port of Lading
- ✂ Hazmat Code
- ✂ Container numbers
- ✂ Seal Numbers
- ✂ Date of departure from Foreign Port
- ✂ Manufacturer (Supplier) name/address
- ✂ Seller (Owner) name/address
- ✂ Container Stuffing location
- ✂ Consolidator name/address
- ✂ Buyer (Owner) name/address
- ✂ Ship to name/address
- ✂ Importer of record number
- ✂ Consignee number
- ✂ Country of origin
- ✂ Commodity HTS-6

**ENTRY DATA ELEMENTS**

- ✂ Entry Number & Type
- ✂ Entry – Dist & Entry – Port
- ✂ Filer Code
- ✂ Importer of Record
- ✂ Ultimate Consignee
- ✂ Surety Number
- ✂ Filing Date & Time
- ✂ Importing Carrier
- ✂ Vessel Name
- ✂ Country of Origin
- ✂ Exporting Country
- ✂ Exporting Date
- ✂ Foreign Port of Arrival
- ✂ Estimated Arrival Date
- ✂ Entry Value
- ✂ HSUSA (10)
- ✂ Manufacturer ID

**Security Filing Data**

- ✂ **Manufacturer (Supplier) name/address**
- ✂ **Seller (Owner) name/address**
- ✂ **Container Stuffing location**
- ✂ **Consolidator name/address**
- ✂ **Buyer (Owner) name/address**
- ✂ **Ship to name/address**
- ✂ **Importer of record number**
- ✂ **Consignee number**
- ✂
- ✂ **Country of origin**
- ✂ **Commodity HTS-6**

**Stow Plan Data****Container Status****Message (CSM) Data**